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ALEXANDRA BUILDINGS.
[a1342]

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Hongkong, 1st October, 1905. [a2771]

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Hongkong, 14th March, 1906. [a511]

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(late of the Hongkong Typewriting Bureau)
34, Queen's Road Central (Second Floor).
Hongkong, 25th October, 1905. [19]

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SEVEN PER CENT.
SILVER LOAN OF 1896. E.
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of this LOAN will be Payable at the
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March, 1906.
List of Drawn Bonds can be obtained on
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For THE HONGKONG & SHANGHAI
BANKING CORPORATION,
Agents issuing the Loan,
J. R. M. SMITH,
Chief Manager.
Hongkong, 30th March, 1906. [160]

HONGKONG HIGH-LEVEL TRAM
WAYS COMPANY, LIMITED
IN LIQUIDATION.

TIME TABLE.
WEEK DAYS.
7.00 a.m.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
NIGHT CARS.
8.45 p.m. to 9.00 p.m., 9.45 to 11.15 p.m.,
every 1 hour.
SATURDAYS.
Extra cars at 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 10 minutes.
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pany's Office, Alexandra Buildings, Des Voeux
Road Central.
JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, 18th July, 1905. 769

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Servants' Quarters. Can be used as one dwell-
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SHEWAN, TOMES & CO.
Hongkong, 16th March, 1905. [571]

NOTICE

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&c., are open to receive OFFERS FOR
THE PURCHASE OF THEIR WANCHAI
PROPERTY, comprising portions of Marine
Lots Nos. 31 and 32; approximate area 43,000
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Hongkong, 12th July, 1905. [135]

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Hongkong, 27th March, 1906. [a33]

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Hongkong, 1st March, 1906. [a34]

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Hongkong, 27th May, 1905. [a499]

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THE LEADING MINERAL WATER OF THE EAST.

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AGENTS: F. BLACKHEAD & CO.

[1905]

Hongkong, 16th August, 1905.

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THE INDEPENDENT, THE YANKY,

THE NOTA BENE, THE GRAVITY, 1.50

[a32]

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Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor.
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S. MINAMI, Manager, Hongkong.

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**THE HONGKONG STEAM WATER-
BOAT CO., LD.,** is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.

J. W. KEW,

Manager,

Hotel Mansions, 3rd Floor,

Hongkong, 8th August, 1905. 621

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IMPORTED EVERY MONTH, THERE-
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FULEY, SCHULTZ'S, AMBERITE

FULEY, KYNOCK'S SPORTING

CARTRIDGES 8, 10, 12, 16, and 20 BORE

and NEWCASTLE CHILLED SHOT in

all Sizes, Nos. 10 to 888G. AIR GUNS and

AMMUNITION in Variety.

WM. SCHMIDT & CO.
Hongkong, 28th November, 1902. 2349

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons
163 Bedrooms
Elegantly Furnished Reception Rooms
Private Bar and Billiard Rooms for Hotel
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Hydraulic Lifts to each Floor
Electric Lighting and Fans
Every Comfort
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H. HAYNES, Manager.

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A HIGH CLASS PRIVATE HOTEL.

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Hot and Cold Water throughout.
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required).
Electric Passenger Elevator to each floor.
Table D'Hotel at separate tables.
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MANAGER.
Hongkong, 24th July, 1905. [a166]

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On the British Concession.

MACAO HOTEL.

MACAO, CHINA.

In the Centre of the Praya Grande.

Both Hotels under experienced European
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Every Comfort and Convenience for Residents
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HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days' rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong
One steamer (s.s. *Hongkong*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.

Cable Address—"BOAVISTA."
For Terms, apply
[a221] THE MANAGER.

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"

27, CAINE ROAD.

Hongkong, 20th September 1905. [678]

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A LARGE AND COMMODIOUS
RESIDENCE standing in its own
grounds, with Tennis Courts, Good Dining and
Reception Rooms, Large Airy and Well
Furnished Bedrooms, every home comfort. Fine
View of the Harbour; Terms moderate.
Apply to—Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road
(late of "Taikang Yuen.")

Hongkong, 27th June, 1905. [49]

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ONE LARGE FRONT BEDROOM with

Board for one or two Gentlemen.

Apply at—

No. 2, KNUTSFORD TERRACE,

Kowloon.

Hongkong, 23rd March, 1906. 1704

MAIL TABLES

AS OFFICIALLY PREPARED

FOR 1906.

Showing the dates of departure of the Mails to
Europe and America, and the dates of their
expected arrival at their destinations, as well as
the dates of departure of the Mails from Europe
and America and the dates on which they are
due to reach Hongkong. A Special Table is
devoted to the Parcels Post to and from
England.

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On Paper 20 "

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Hongkong, 12th February, 1905.

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A CHARACTERISTIC ENGLISH ALE.

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SOLE AGENTS:

A. S. WATSON & CO., LIMITED,

WINE AND SPIRIT MERCHANTS ALEXANDRA BUILDINGS.

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NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to the Editor. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of *DAILY PRESS* should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies. Cash. Telegraphic address: Press. Codes: A.B.C. 34 Ed. London. P.O. Box, 35. Telephone No. 12.

BIRTHS.

On March 26th, at Acton, London, the wife of F. F. KAPER, of a daughter.
On March 25th, at Shanghai, the wife of T. F. W. MARCH, of a daughter.

LONDON OFFICE: 104, DES VREUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 3RD, 1906.

The North-China Daily News appears to have been taken to task for publishing mendacious native versions of the recent affair at Nanchang, and our contemporary explains that "No-one could think that when we reprinted the *Nanchang* dispatches we endorsed them in any way; we merely reprinted them that our readers might know the version that was being circulated to excite an anti-foreign feeling in the Chinese." And to leave no doubt as to its opinion of the mischievous reports referred to, our contemporary says:

We have already expressed a decided opinion, based on all the evidence that had come to our knowledge, that the magistrate CHIANG at Nanchang committed suicide, and that no-one in the Roman Catholic Mission had any hand in his death. We know now on the highest authority that this opinion is confirmed by the post-mortem examination, which has left no doubt that it was a case of deliberate suicide. This, as confirming our own view of the matter, and once for all settling the only material fact, was gratifying reading; but in the same issue of our contemporary there appears a letter from a Protestant missionary which has given us still greater satisfaction. It has raised the community, to which the writer belongs, very considerably in our esteem. "Fairminded" begins.

"I am a Protestant—before coming to China a pretty narrow one, I fear. For a good many years I have been a missionary in an interior city of China. At the time of my arrival here the work of my mission was in its early stages and the Catholic propaganda, as usual, older and much more extensive. I had heard and read much about the un-Christian methods employed by the Catholics, and they were more than corroborated to me by the inquiries poured into our ears by the natives with the

most plausible and convincing detail. This priest had knocked a mandarin's hat off in his own yamen, that one had dragged a poor man who chanced to offend him through the streets with his queue tied to his horse's tail, etc., etc. Surely men capable of such audacious wickedness were sealing the doom of the very cause they would advance. But I soon found that the community at large by no means accredited all the depravity of the 'foreign devils' to the Catholics. In the Protestant hospitals, with all their patronage, eyes were gouged out, and hearts made into foreign medicine.

After pointing out the serious crimes to which repetitions of such nonsense instigates the Chinese proletariat, this missionary remarks, with a shrewdness that some of his colleagues might be the better for possessing, "If we could hear such stories about ourselves, by a little enquiry, how must we be represented to the Catholics?" This missionary and his colleagues decided that co-operation was better than quarrelling, and they learned to esteem their Catholic neighbours most highly, "and to feel that the rumours circulated to their discredit are without foundation." It appears, and it is a very likely thing to happen, that there are Chinese who go from Catholic to Protestant, and vice versa, little-tattling for personal gain, carrying slander to a quarter in which they cunningly assume it will be favourably received. Unhappily we know that it has often been so received, and not only received, but passed on, as "evidence collected on the spot." The Protestant missionary whom we have been quoting speaks of "the testimony usually had by Protestant missionaries—native reports." Referring to the Catholic missionaries, and a *propaganda* Nanchang, we may add, he writes, "As to their principle of procedure in such troubles, it does not appear to me to be so much at variance with our own, as would seem from the partisan reports one hears generally."

On page 5 to-day we reprint a full account of the British Navy Estimates, which reached us by yesterday's mail.

The *Huangshan* afternoon sailings to Macao begin on Monday next, and continue daily thereafter until late September.

The *Singapore Free Press* joins in "chaffing" these Hongkong Volunteers who employ coolies to carry their rifles to the range.

The *Thistle*, gunboat, was commissioned at Devonport by Lieut. R. M. R. West for special service on the China Station. This *Thistle* was last year placed in the list of subsidiary war vessels at Devonport, with a view to being disposed of.

It is reported from Nanking that Viceroy Chou Fu, of that city, is drawing up a memorial for presentation to the Throne asking for the promulgation of an Imperial Edict abolishing the custom of buying and selling children as slaves or for other questionable purposes.

Commencing from March 29th all the Sikh police on night duty in the Shanghai Settlement are armed with carbines and carry fixed bayonets. In view of the numerous armed robberies, this appears a necessary innovation, remarks the *N.C. Daily News*. We hope that was the only reason for it.

The return of visitors to the City Hall Library and Museum for the week ending the 1st April shows that of non-Chinese there were 268 to the Library and 286 to the Museum; and of Chinese 113 to the former and 2885 to the latter. The Library was, therefore, used by 381 persons, and the Museum by 3,171.

The plague return for the three months ending March 31st gives 100 cases, 97 deaths. In the 48 hours succeeding that report, there were five more cases, four of them fatal. One of last week's 27 cases was a European. During the week there were twelve cases of smallpox all Chinese. Eleven of the twelve died.

Prince Eitel Fritz and his bride had a narrow escape on their way to Hubertusstock. The bright lamps of the automobile in which the newly-married pair sat dazzled the eyes of the horses in a wagon approaching them. The horses rushed terrified along the road, smashing the window of the autocar, but luckily doing no further damage.

The lists of the H.K.C.C. Tennis Tournament are now on the pavilion board for the Championship, Single Handicaps (A and B class) Double Handicaps and professional pairs. The first rounds must be completed on or before Monday, 16th instant. Owing to the wet state of the ground play was not possible yesterday.

While repairs were being proceeded with on the hospital ship *Meanees* on Saturday, a hole was knocked in her hull and water leaked in. The patients on board had to be removed, and relays of men from the West Kent Regiment were kept at the pumps, and will continue to pump until the damage can be repaired. The services of a diver will probably be required.

By kind permission of Lieut.-Col. Aitken and Officers 119th Infantry the Band of the Regiment will play the following programme at the U.S.R. Club, Kowloon, to-day, commencing at 4.30 p.m.:—
March "Blue Bell"..... Dix
Overture "Fra Diavolo"..... Auber
Waltz "El Bacio"..... Verdi
Selection "Plantation Song and American Melodist"..... Kappay
Song "By the Fountain"..... Adams
Round Dance "The Volote"..... Morris

His Honour Jui, Taoist of Shanghai, the *N.C. Daily News* understands, has instructed Mr. Kuan, the Mixed Court magistrate, to offer on his Honour's behalf the sum of \$2,000 for the capture of the notorious rowdy Vah Ka-doo, who is greatly wanted by the Municipal Police. Vah Ka-doo is more than a "rowdy"; he has numerous crimes to his 'credit', including murder, and is the head of a gang that terrorises the district.

Imports to Sweden, Norway and Denmark amount to about 1,300 millions Kroner per annum, of which, according to the latest official statistics, goods to the value of \$34,901, 861 Kroner go to Sweden, 292,806,000 Kroner to Norway and 466,200,000 Kroner to Denmark. This large import is increasing yearly by about 70 millions. The *Nordisk Handelskalendar* is a directory specially prepared for merchants interested in the Scandinavian markets, and the publishers, at 15, Kulturbet, Copenhagen, want to hear from any Hongkong firms interested.

One of yesterday's mail papers says:—Destructive floods are reported from Western Germany. The Rhine and its tributaries are rising rapidly, inundating extensive tracts of country. The Moselle has risen nearly seven feet at Trossen and the Lahn, Ohlatal, and Fulda are dangerously swollen. Numerous culverts and small bridges have been swept away, and railway traffic in several places interrupted. Several river craft have been sunk, and a number of houses have collapsed. The high floods in the Belgian rivers, especially the Meuse, are causing great inconvenience and danger in the southern provinces of Holland. Near Maestricht the Meuse, which was already above the normal level, rose over four feet.

Hongkong is being visited by a fully accredited representative of the Kinpo Orphan Asylum, which is situated at Seta, Japan, and was organized in 1899. The original idea in establishing the home was to care for homeless and destitute children, and to obtain charge of any children whose parents did not use their authority in a proper way. Also in cases of fire, etc., an agent of the home is immediately sent to afford help and succour. This work has steadily been carried on since 1899, by the aid of voluntary subscriptions. The founders are now anxious to still further extend their work, which is now carried on in seven homes at Tokyo, Osaka, Kobe, Kyoto, Nara, Wakayama and Yokohama, and they are, with official permission, now appealing to philanthropic people.

DROWNING FATALITY.

The stoker on board the police pinnace No. 3 was drowned on Sunday evening at Tolo Harbour, near Tai-po. How the fatality occurred is not very clear. The Europeans on board were startled about five o'clock when the launch was under weigh by hearing the cry "Stop launch: man overboard." A boat was immediately lowered, but when it got within about 100 yards of the man he sank. Although search was made, they failed to discover the body, and the launch returned to Hongkong. It is supposed deceased had gone to the stern on some business and fallen overboard.

HONGKONG AMATEUR DRAMATIC CLUB.

"Lady Huntworth's Experiment" was presented to a good house last night. The principals showed an unmistakable improvement on their first night's performance, notably Lieut. Commander Lloyd Thomas as Captain Dorvaston; and the audience were unstinted in their applause. Mrs. M. W. Slade met with considerable success in the part of the aristocratic cook; Miss Rowe and Mr. H. W. Looker enhanced the good impressions which they created on the opening night. The artists appreciated the spirit of the comedy and certainly imparted it very effectively to their auditors.

THE SINGAPORE HARBOUR SCHEME.

TENDER ACCEPTED.

A QUAY DEPTH OF 24 FEET.
The Singapore Legislative Council on March 23rd again dealt with the harbour improvement question, the Colonial Secretary, Mr. Brockman, moving the approval by Council of the tender of Sir John Jackson, Ltd., for the construction, for £1,430,693, of the harbour improvement works, as proposed by Messrs. Coode, Son and Matthews. The tender excludes the south and east moles. On the motion being first introduced, an appeal for time for further consideration was made by several of the non-official members and it was decided to. Sir W. P. Taylor, Officer Administering the Government in the absence of Sir John Anderson, presided. After considerable discussion the amendment of the Colonial Secretary was altered, to include the provision that the quay depth be dredged to 24 feet, the price to be £1,115,000 odd, and it was then unanimously carried.

HONGKONG MEDICAL COLLEGE.

In noticing the Calendar for 1905 of the College of Medicine for Chinese at Hongkong, the *Journal of Tropical Medicine* expresses the wish that the meaning and importance of this College could be brought home to British folk, so that we would have in Hongkong a teaching University of the first rank. Instead of turning to Japan, where German is the scientific language of the class-room, the Chinese would turn to an institution where the foreign language they are best acquainted with—namely, English—is the medium of instruction. The prestige accruing to British and British medicine, were this fulfilled, must surely be apparent to all, however narrow their imperialism; and it only wants one Governor of the Colony of Hongkong to take the matter in hand and appeal to the patriotism of the nation to develop a scheme of superlative importance to the welfare of China, and to the pre-eminence of Britain in the East.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

MOROCCO SETTLED SO FAR.

LONDON, April 2nd.

The protocol embodying the agreement by the Powers represented at Morocco was drafted to-day.

NATAL'S CONTINUED RESENTMENT.

LONDON, April 2nd.

The Natal murderers were executed to-day.

The resentment throughout South Africa, however, still continues.

AMERICAN LABOUR CRISIS.

LONDON, April 2nd.

The strike of American coalminers is now on. Five hundred thousand men have stopped work in Indianapolis.

THE INSTINCT OF FAIRPLAY.

LONDON, April 2nd.

Arrangements are being made to fete Lord Milner at a banquet on Empire Day.

THE BRITISH EXCHEQUER.

LONDON, April 2nd.

The budget surplus for 1905-6, which was estimated to be about a million and a half sterling, has proved to be £3,465,620. The revenue amounted to more than was anticipated.

[REUTERS'S SERVICE.]

THE GOVERNMENT'S INTERFERENCE IN NATAL.

LONDON, March 31st.

Indignation meetings have been held in Durban and Pietermaritzburg, which were thronged. Resolutions were passed determining not to tolerate any meddling in the domestic affairs of the colony.

The papers comment on the double surrender of the Government to the Labourites and Natal.

[N.C. Daily News Service.]

THE END OF THE CHINESE REGIMENT.

By order of the War Office the Chinese Regiment is to be disbanded immediately. [It is suggested that many of these men would make good recruits for the Shanghai (and perhaps Hongkong) police force.—Ed.]

THE SUSPENDED NEGOTIATIONS.

The Russo-Chinese negotiations are still suspended. The Waiwun has frequently urged the Russian Minister to resume them, but Mr. Pokotiloff continues to postpone them on the plea of his sickness. It is believed, however, that he is intentionally postponing the meetings, while the Russian military authorities are dispatching parties to explore for mines in Manchuria.

THE KAISER ADVISES THE TRAVELLERS.

The Chinese Travelling Commissioners have telegraphed that, when the Chinese Minister was received in audience by the Kaiser, His Majesty advised him that every country, but especially China, should have an army and navy sufficiently strong to meet any emergency. The Kaiser also expressed the opinion that there is no necessity for China to introduce any other country's administration.

THE NEW JAPANESE TARIFF.

A compromise has been arrived at in regard to the new Tariff at the joint conference of the two Houses.

THE RAILWAY NATIONALISATION BILL.

A CLOSURE WITH EMPHASIS.

The House of Peers referred the revised Railway Nationalisation Bill back to the House of Representatives, where an unprecedented scene ensued in consequence of a motion by the *Seiyun-kai* to divide without further debate, all discussion being already exhausted. The opponents of the measure, despairing of success, retired, and the Bill was thus adopted by an absolute majority of the House.

THE END OF THE SESSION.

The closing ceremony of the Diet took place to-day.

FRENCH MOVEMENTS IN S.W. CHINA.

The Chinese Minister at Paris, replying to enquiries made by the Waiwun, reports that the French Government is discussing the increase of its fleet in Kwangtung waters, and the removal of garrisons to Yunnan and Meng-tze, the enlargement of the station at Kwang-chowan, and the increase of the force there, with the withdrawal of the garrison at Linchow.

THE SPRING MANOEUVRES.

The Peiyang and Nanyang troops belonging to the Viceroy Yuan Shih-kai and Chang Ching-tung, respectively, are to carry on manoeuvres this spring in Houan. The number of troops to participate is 105,000, and the cost is estimated at £1,400,000.

AN EXPLOSION IN THE TAKASHIMA COLLIERY.

Tokyo, March 29th.
There was an explosion of gas yesterday morning in Takashima colliery, near Nagasaki. It is feared that 250 miners and others have fallen victims.

JAPAN'S PROTECTORATE OF COREA.

Tokyo, March 29th.
The official opening of the Japanese Residency-General at Seoul took place yesterday. The scene was an unprecedented one, and the ceremony passed off with grand success.

THE SHANGHAI WATERWORKS CO., LTD.

At the annual meeting of shareholders in the Shanghai Waterworks Company, held on March 28th, Mr. A. McLeod presided. He said, in part, the report and accounts for the past year have been in your hands for some days and I presume you will consent to take them as read. With regard to the accounts I think you will agree with your Directors that they exhibit a very satisfactory result for the year's operations, the gross revenue for 1905 showing an increase of £16,000 over that of 1904, but although our income shows a really satisfactory advance it is on the other hand to be taken into consideration that our working expenses have also been heavier, and that from circumstances over which the directors have practically no control. On the expenditure side of our working account, salaries, wages, repairs to mains and works, etc., show an increase of £10,000, costs £12,200, general charges £1,000, legal expenses £1,200, leaving a net balance in favour of 1905 of about £1,200 over that of the previous year. Our profit and loss account shows a credit balance of £1,210,304.61 as against £1,151,737.11 in 1904, which is a gratifying increase on the working of the company's business for the past year, leaving the former sum now at the disposal of the directors for appropriation. Balance Sheet. You will notice some important alterations in the figures in this account as compared with those of 1904. Our capital has been increased from 7,200 shares to 8,175, by the issue to the Municipal Council of 975 shares gratis, in the terms of our new agreement, and as you are all aware the first call of £5 per share on the authorised issue of 8,175 new shares has been made and has produced £41,250, which appears under the heading of Reserves. On the credit side of the account you will notice the large sum of £13,359,587.00 expended on the purchase of real estate, extensions of works, mains, plant, etc., necessitated by our rapidly increasing business, while the issue of 975 shares to the Council, which is practically the price paid for our franchise, figures at £13,598.36. You will see from the report that the directors recommend the following appropriation of the balance at credit of profit and loss account, and they trust you will approve of same. To payment of a final dividend of 37½ p. per share at ex. 2½ p. 95,645.75 To payment of 6 months dividend—26½ p. at 2½ p. per share upon the S. M. C. 8,175 shares 9,065.42 To transfer to Reserve Fund (increasing it to £190,000) 20,000.00 To carry forward to New Account 85,592.44
£1,210,304.61

I might mention that we have considered it prudent to carry forward a much larger sum than usual, in view of the fact that we shall have to pay dividends during 1906 upon an increased capital, and though we hope to see our revenue expand, we shall require some assistance from the earnings of 1905, in order to maintain the rate you have been accustomed to receive during the past few years.

GREATER PORTSMOUTH.

OUTLAY OF 2½ MILLIONS.

Now that the scheme of dockyard extension at Devonport, on which nearly six millions sterling has been spent, is practically complete, the Admiralty have turned attention to Portsmouth, and our correspondent states that in the new estimates, which will shortly be submitted to Parliament, will be included proposals to increase the building and docking facilities of the port, necessitated by the continued increase in the size of men-of-war. The expenditure, it is reported, will amount to about two and a half millions sterling. The scheme provides for the lengthening by 100ft. of the building slip from which the battleship *Dreadnought* was recently launched by the King. When completed, the building slip will be 700ft. in length, and large enough to take any warship that future naval designers are likely to suggest. The *Dreadnought* is 520ft. long. Two new docks are also projected. They are to open out from the large repairing basin. Although there are fourteen docks at Portsmouth, there is only one which is really capable of accommodating the *Dreadnought*. The largest dock at Portsmouth (No. 15) is 365ft. long and 94ft. wide at the entrance. It is 24 ft. longer, but 12 ft. narrower, while Nos. 12 and 13 are of about the same length and breadth. The locks are 466ft. long and 82ft. wide. Other docks, not much smaller in size, are too shallow for large ships. All the cruisers now building are from 430ft. to 500ft. in length. Assuming that Parliament will grant the money, the two docks will be about 70ft. in length and thus will be capable of taking the largest ship ever likely to be built. Some time ago excavations were made with a view to ascertaining if a good foundation could be obtained, and the result was satisfactory. In addition to the docks, a second hauling-up slip is to be constructed. Should Parliament approve the scheme, which was originally drawn up under the last Government, the dockyard will be invaded by an army of workmen early in April. —*Daily Telegraph*.

THE NEW INTERNATIONAL PORT OF TRADE NEAR PEKING.

With reference to the report that a portion of Nanyuan, or the Southern Hunting Park, is to be turned into an international port of trade, we learn that Viceroy Yuan Shih-kai with his usual energy will soon make it an *fait accompli*, and that it is proposed to request all foreign merchants and tradesmen who are now in seeking to remove their business to the new port. There seems to be, however, a lack of the usual native shrewdness in the above scheme, for should the "foreign" merchants and tradesmen refuse to move their goods and chattels from Peking to Nanyuan, there would naturally be considerable disappointment in mandarin circles. Hence it seems to us that before proceeding on this scheme the proposers should first find out the feeling of the persons for whom the new port is especially intended. —*N.C. Daily News*.

SUPREME COURT.

Monday, April 2nd.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (POINTE JUDGE).

ALLEGED GAMBLING DEBT.
Li Kam-leung sued Li Kam-chun to recover the sum of \$712.53, being principal and interest due for money lent under two Chinese documents.

Mr. Otto Kong Sing appeared for the plaintiff, the defendant being unrepresented.

The defendant, who said he was a student, admitted signing the documents before the Court, but said the money was due for gambling.

His Lordship—Where have you been picking up the law? Did you learn it in a solicitor's office?

Defendant—No, I have not studied the law.

His Lordship—Why, when you lost \$163 at gambling, did you go and gamble again?

Witness—Another man induced me.

The plaintiff was called, but denied that the defendant lost the amount claimed at gambling.

His Lordship—There will be judgment and costs for the plaintiff. If there is any truth in the defendant's story I hope this will be a lesson to him, and no doubt his father will give him a further one.

POLICE COURT.

Monday, April 2nd.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

A DISHONEST ASSISTANT.

George Roach, butcher on board s.s. *Prince Waldemar*, charged Ho Wong, a butcher's assistant, with stealing a tin box valued at 30 marks and 63 marks in money, the previous evening. Defendant was convicted and sentenced to three weeks' imprisonment.

ABDUCTING A GIRL.

A Chinese hukong was charged with enticing an unmarried girl, aged 16, out of the possession of her father against his will. Mr. R. F. C. Master (of the firm of Messrs. Johnson, Stokes and Master) appeared for defendant, and asked for a remand, which was granted, bail being fixed at \$1,000.

OFFICE THEFTS.

A storekeeper and an office boy in the employ of the Hongkong and Whampoa Dock Company were convicted of stealing envelopes, pencils, etc., from the office, and were sentenced to three weeks' imprisonment, with six hours in the stocks.

NATIVE INNUEITY.

An interesting prosecution was conducted by Mr. G. E. Morrell, from the Crown Solicitor's office, on behalf of the Public Works Department, when Tsau Lok, the landlady of the third floor at No. 22, Aberdeen Street, and a native fitter were jointly charged with causing an alteration of the water services to that house, a boy also being charged with aiding in the offence. Mr. J. H. Gardiner (from the office of Mr. O. D. Thompson) appeared for the defence.

It appeared that, owing to the present shortage of water, the residents of the third floor did not receive what they considered an adequate supply, and the landlady conceived the idea of having the connection made direct to the third floor. She got a native plumber to make the necessary alteration, with the result that the third floor was supplied with water at the expense of the two lower floors. Complaint was made to the P. W. D. by the inmates of the first and second floors that the water was not coming through, and when an official visited the place he found that the pipe in the kitchen of the two floors had been separated, and a new pipe laid down the staircase and connected with the supply pipe to the property. The woman's defence was that she had obtained permission from the P. W. D., while the man said he was not aware he was doing wrong.

The principals were fined \$50 each or two months' imprisonment, the boy being fined \$5.

BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

ALLEGED MANSLAUGHTER.

Horhaj Rai, an Indian watchman, was brought up on remand charged with the manslaughter of Ng King, a coolie, at Quarry Bay on the 26th March. Mr. F. B. Dawson (of Messrs. Deacon, Looker and Deacon) prosecuted, and Mr. R. F. C. Master (of Messrs. Johnson, Stokes and Master) held a watching brief on behalf of Messrs. Butterfield and Swire.

Dr. Hunter, in charge of the morgue, said that after a post-mortem examination he found that deceased died from a badly ruptured spleen. Such rupture might have been caused by a blow or kick.

Cross-examined—A fall would cause a spleen to rupture. Deceased's spleen was four times its usual size.

Hearing continues.

REVENUE.

The No. 1 boy at the Lusitania Club was summoned for having a quantity of opium without the required permit. Chief Excise Officer Hoggarth prosecuted, and Mr. J. Grist (of Messrs. Wilkinson and Grist) defended. It was stated that defendant had recently discharged a cook, who, in revenge, gave information which led to his arrest. Fined \$72.50.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 2nd at 11.40 a.m.—The barometer has risen in N.E. Japan, and fallen over W. Japan and China.

The depression is moving Eastwards over N. Korea.

Gradients are gentle over S. China, and light to moderate variable winds are indicated in the Formosa Channel, and moderate N.E. winds over the N. part of the China Sea.

Forecast:—Variable winds, light to moderate, showery.

NEW CHINA STEAMER.

MAIDEN VOYAGE OF THE P. & O. "DEVANHA."

[By Daily Press London Representative.]

The P. & O. steamer *Devanha* began her maiden voyage on Thursday, March 1st, when she left London for Bombay for the India and China Inter-Colonial mail service. The *Devanha* is a sister ship of the *Delhi*, *Delta* and *Dongola*, which have already been seen at Hongkong. Her gross registered tonnage is 8,100, indicated horse-power 8,500, length 470ft., breadth 56ft., depth 32ft. She has accommodation for 163 first saloon passengers and 80 second saloon passengers.

On February 27th the P. & O. Company invited a number of gentlemen connected with the India and China trade to the Royal Albert Dock for the purpose of inspecting the vessel. Sir Thomas Sutherland, chairman of the company, presided at a luncheon given on board, and there were also present the Earl of Lonsdale and Melville, Vice-Admiral Boyes, formerly Commander at Hongkong and now director of Admiralty transports, Sir Alfred Dent, Sir William Dill, Mr. S. S. Gladstone, Mr. W. Adamson, Mr. G. B. Dodwell, Mr. John MacGregor, and Mr. W. Caird, the builder.

After "The King" had been proposed by Sir Thomas Sutherland, Vice-Admiral Boyes gave "Success to the *Devanha*." He said he was sure that the *Devanha* would, should occasion arise, carry on the work of transport as well as was done by other ships of the P. & O. Company. The Transport Department of the Admiralty worked a good many of the P. & O. ships—not out of any great love they had for Sir Thomas Sutherland (laughter)—but because they wished to get the ships which were best suited for the work and which were also the cheapest. In his opinion the country got great assistance from large shipping companies, and he would be very sorry indeed to see the shipping trade fall into the hands of small companies (hear, hear). In a time of emergency it would be to the big shipping companies that the country would look for assistance.

Sir Thomas Sutherland, replying to the toast, said: "Coming down here to-day I was asked what the '*Devanha*' meant. '*Devanha*' was the ancient name given to the locality we now speak of as Aberdeen by the Roman centurions who arrived at that northern capital. They found they had got far enough North, and they returned South. That is an example which has since been followed by a good many people of that neighbourhood (laughter). The *Devanha* is intended for the mail between Bombay and China. We can look back to the time when the mail service to China was not carried on by ships of 8,000 tons, but ships of less than 800 tons, which was about the average size of the vessels engaged in the mail service towards China when I was a youngster. Looking back to that time one cannot help feeling some amount of envy regarding the rates of freight and rates of passage money which were paid in those days. The rates of freight from China on silk, for instance, amounted to £24 a ton. Opium was carried from India to China at about £18 a ton, and silver was carried at the low rate of 2½ per cent. between London and Hongkong (laughter). It is within my recollection that on one occasion I loaded a small vessel of 650 tons with a freight which earned the P. & O. Company £30,000. It is another reminiscence of the same period that I have known a P. & O. captain come and protest against his ship being chiefly loaded with silver freight. The passage money was on a par with the freight in those days. You could not be conveyed from London to Hongkong for less than £150, and at the then rate of exchange, the passage money home was 600 taels, or £200 sterling. I am afraid we shall never see those days again. I hope that half a century hence the chairman of the P. & O. Company will be able to speak of a new *Devanha* which will be treble the size of the ship on board of which we are to-day. I recollect that at the time of which I have been speaking the mails were not so punctual in arriving at Hongkong as they are to-day. A delay of a day or two or three days was looked upon as a perfectly natural thing, and a delay of even a week sometimes happened. Now, however, all that is changed. We will now, gentlemen, proceed to the inspection of the vessel."

The company were then conducted over the vessel and afterwards returned by special train to the city.

LATEST STEAMER MOVEMENTS.

The O.S.S. and C.M.S.N. Co. str. *Catcha* left Singapore on 1st April, and is due here on 6th inst.

The P. & O. steamer *Devanha* left Singapore for this port on the 1st instant at 8 a.m., with the outward English Mails, and is due here on the 5th inst., at about 5 p.m.

The I.C.M. str. *Sachsen* carrying the German Mails with dates from Berlin of the 13th March, left Colombo on Sunday, 1st inst., at a.m., and may be expected here on or about Wednesday, 11th inst.

The C.P.R. str. *Empress of China* arrived at Shanghai at 8 a.m. on Saturday, the 31st Mar., and left again at midnight same day for Nagasaki, where she was due to arrive at 8 a.m. yesterday, the 2nd inst.

The I.C.M. str. *Boeyen*, which left here on 28th March, arrived at Singapore on Sunday, 1st inst., at 5 p.m.

The steamer *Edkade* left Singapore, on the 30th March, and may be expected here about the 7th inst.

The steamer *Shah Alim* left Kobe via Moji on the 1st inst., and may be expected here on or about the 10th inst.

The F.M.S. str. *Siverra* hence March 2nd, arrived at San Francisco on March 30th.

The Minister of Finance of the French Republic has conferred a signal honour on a well-known British firm, The Ardath Tobacco Co., of London, by appointing them to be purveyors to the French Tobacco Regie. The appointment is made on account of the supreme excellence and unique qualities of the productions of the Company.

ALICE MEMORIAL HOSPITAL.

ANNUAL MEETING OF FINANCE COMMITTEE.

The annual meeting of the Finance Committee of the Alice Memorial and Netherole Hospitals was held in the Alice Memorial Hospital yesterday afternoon. Hon. Mr. A. W. Brewin presided, and there were also present—Dr. I. E. Mitchell (secretary), Hon. Dr. Ho Kai, Revs. T. W. Pearce and H. R. Wells, Messrs. G. Murray Bain, D. Clark, S. W. Tao, Lau Chu-pak, Choi Lap-choo, Fung Wai-chun, U. Hoi-choi and others.

The notice convening the meeting having been read, the minutes of the previous meeting were confirmed.

The CHAIRMAN announced that they had approached the executors of the late Mr. Granville Sharp's estate with a view to getting assistance, but were informed by them that they had no power to assist in any way. They then addressed a letter to the registrar of the Supreme Court and he promised to consider the scheme to see whether any available balance could be given to assist the hospital, but he was not in a position at that time to say whether any balance was available.

Mr. MITCHELL presented his report as Superintendent, which was laid on the table.

The Rev. H. R. WELLS, hon. treasurer, in submitting his report, said that members would see from the accounts that despite the fact of their having received over \$10,000 in donations last year they were still behind owing to expenses continually growing. This year they would have to meet further expense, the expense of collecting. From this time on it was intended to have some one to go round and collect subscriptions which were formerly collected by members of the finance committee. Unfortunately the dividends on their shares had dropped very largely during the year, and it seemed that they would drop still further this year; therefore they would have to redouble their efforts. On Land Investment shares they got \$1,852.50 last year, but they should probably receive several hundred less this year. He trusted members would endeavour to increase the amount of their subscriptions.

Mr. BAIN had great pleasure in moving the adoption of the treasurer's report. It was not so bright as it might have been, but other reports showed in the same light. He thought the least they could do was to thank the treasurer for his work. They should also thank the chairman and auditors.

Mr. TAO, in seconding the motion, said he thought the guarantee fund should be included in the report.

The CHAIRMAN said the secretary would see that the list of guarantors, and the amount they subscribed, was inserted in next year's report, and the motion was carried.

Rev. Mr. PEARCE moved that the Hon. Mr. Brewin be re-appointed chairman. They could not find a better chairman, neither could they find one as good.

Rev. Mr. WELLS seconded the motion. Mr. Brewin had done a great deal to help in raising money, as the members of committee knew.

The motion was agreed to unanimously.

Mr. BREWIN, in returning thanks, said he would have much pleasure in serving for another year. He thought his duties were the least onerous of any gentleman connected with the hospital, and he could only assure the treasurer that he would give him every assistance possible in keeping the finances of the hospital in a satisfactory condition (applause). During the year some additions had been made to the personnel of the finance committee, and he moved that the appointment of Messrs. Choi Lap-choo, Ho Kow-tung, Li Yau-chin, Pan Yau-lun, U. Hoi-choi and Wong Fa-nung to that body be confirmed.

Mr. FUNG WAI-CHUN seconded.

This was agreed to, and the motion was carried.

Dr. HO KAI said as the new hospital, the Ho Kai Kwai, was now completed, he hoped arrangements would be made by the proper authorities for it being opened in the very near future. It was unnecessary that he should go into the history of the movement, but he would inform the committee that the building of that hospital was commenced through their finding that the Alice Memorial Hospital, while most admirably suited for out-patient work, was unfit for the more serious cases, especially surgical cases. There was another matter they had to consider, and that was that some patients required small wards for themselves. In the new hospital six private wards were partitioned off, so they would be ready to receive patients who had to be isolated. Besides, a large number of Chinese in indigent circumstances, while unable to go to the Civil Hospital and pay a higher fee, would no doubt be very glad to use these wards, and on recovering might give a subscription according to their means. In accordance with a former practice he would formally move that this new hospital be affiliated with the Alice Memorial and Netherole Hospitals, and be placed under exactly the same management and control.

Mr. TAO seconded the motion.

Rev. Mr. PEARCE said he trusted the meeting would regard the resolution as fitting. It did not require many words of commendation. He regarded this hospital as one of the best gifts that had fallen to the Colony.

The motion was carried.

The CHAIRMAN remarked that the Rev. Mr. Wells had referred to the subject of the future collection of the annual donations. As that gentleman remarked, up till now, as far as Chinese subscriptions were concerned, they had always been dependent on one of the members of the finance committee doing the collecting. They were very grateful to gentlemen who

had devoted so much time to this work, but they felt now the hospital was established that they were not justified in calling upon these very busy gentlemen to give so much of their time towards collecting subscriptions. He thought they might well spare the money to pay a collector. The collection of subscriptions from Europeans was also carried on in a rather haphazard way; they had to take one of the boys from his work in the hospital and send him round to collect. He proposed a small committee should be appointed to consider how subscriptions should be collected in the future and to recommend to the treasurer some man to do the work. The committee he suggested would be Dr. Ho Kai, Mr. Wood, Rev. Mr. Wells, Chai Sui-ki, Lau Chu-pak, Fung Yau-lun and the speaker.

Mr. FUNG WAI-CHUN seconded, and the motion was carried.

Dr. HO KAI said he felt it his duty to bring before the meeting a proposal made by a certain gentleman to give the hospital a subscription. The Government was very anxious to get an institution of the same kind as the Alice Memorial Hospital at Kowloon for the dispensing of medicine and for out-patients, and for that purpose had reserved a plot of land. He was not acquainted with the ground reserved, but was assured by Dr. Clark that it was an admirable place, quite suitable for a hospital. It so happened that while he was considering whether they could not extend their work over there, and while he was devising means for the erection of such an institution, a gentleman from New Zealand entered his office, and after speaking for a time of charity said he would help to found an institution for the blind. The speaker told him he thought prevention was better than cure, and if they extended the hospital over there they would prevent a great number of boys and girls becoming blind, and thus render unnecessary the expending of his munificent gift in founding an orphanage for the blind. The gentleman saw the force of the doctor's argument, and promised to subscribe \$5,000 towards extending the Alice Memorial Hospital to Kowloon, and in the near future to add to his magnificent gift. Under the circumstances he thought he would bring the matter before the committee. He was aware some gentlemen held another view of the subject, and hoped if they had any reasons for opposing the scheme they would give them. He had seen several Chinese gentlemen in connection with the matter. Some of them were present and would say whether it was feasible that they should extend their operations to Kowloon. Before he came to the meeting a Chinese gentleman on the finance committee, who was unable to attend, kindly handed him \$50 towards the hospital. The same gentleman spoke favourably of the scheme and promised a \$1,000 subscription, therefore so far he could understand there would not be a lack of sympathisers of the committee, and the authority representing the London Mission would take this work in hand. It was a work they should have begun long before, but had been kept back by their needs on this side of the water. Very soon Kowloon would be teeming with a population far surpassing that of Hongkong. The railway would soon be started, and the industries which would follow its completion would attract a large labouring population who would require a free and charitable hospital to take care of them and teach them sanitary science, which the Government and every man in the room was anxious the Chinese should learn. A sub-committee might be appointed to get further subscriptions for a new hospital at Yau-mat.

The *Tungwa* Hospital, he understood, would like also to extend their work over there, and he believed the inhabitants of Kowloon had sent a communication asking for such help. They had always worked hand in hand with the *Tungwa* Hospital, and Dr. Mitchell and others could bear him out that they received a large number of cases from the *Tungwa* and did the best they could with them. On the other hand, if they had any cases which required to be sent to the *Tungwa*, they did not hesitate to send them there.

Mr. FUNG WAI-CHUN said if he was not mistaken he thought H.R. the Governor was desirous of having a hospital of the kind mentioned at Yau-mat. The building of an institution of this kind would at least cost from \$80,000 to \$100,000, and this amount would have to come from the Chinese. He was not against the scheme, but he thought it rather premature.

The CHAIRMAN said it must be very gratifying to all interested in the extension of hospitals in Hongkong to see such an instance of private munificence in assisting in the building of a hospital at Yau-mat. Dr. Ho Kai mentioned that the Government had been anxious for some time to start a hospital on the other side, and explained that they had already reserved a site in a central position on which a hospital was to be built. I think, as Mr. Fung Wai-chun said, it would be premature for the Alice Memorial Hospital to take this matter in hand without consulting more widely the Chinese, to whom we have to look for subscriptions. The finance committee should approach the *Tungwa* Hospital and see whether any scheme could be arranged which would meet with the general support of the Chinese community. At present the *Tungwa* Hospital cost about \$60,000 a year to maintain, so they could not embark on a venture of this kind without assuring themselves that they would meet with general support.

Dr. HO KAI said he should like to hear from the Rev. Mr. Pearce, representing the London Mission, his view of the subject.

Rev. Mr. PEARCE said that with regard to the extension of philanthropic work the London

Mission Society would do what it could to take advantage of every opportunity for enlargement. The Mission would be delighted to strengthen any bond of sympathy with the *Tungwa*, and would do everything it could do to work with that hospital. He was not speaking officially, but could assure those present that the Mission would do everything in its power to extend the work, at the same time, of course, keeping to its own proper lines.

Dr. HO KAI moved that a sub-committee be appointed, consisting of all the Chinese members of the finance committee, the Hon. Mr. Brewin, Rev. Mr. Wells, Mr. Wood and himself, to confer with the *Tungwa* Hospital committee with a view to taking joint action in the matter, or arranging a way in which they should be able to promote a hospital at Kowloon, by which both might be able to carry out the important work of healing the sick.

Mr. BAIN thought the first duty of the committee was to accept the site which it was proposed to give them at Kowloon. Then they should accept the money and negotiate with the *Tungwa* Hospital.

Dr. HO KAI said they could not accept the money first, as it was promised in consideration of their extending to Kowloon.

Mr. BAIN said they were not discussing a hospital to cost \$100,000, but a dispensary on a small scale might be managed.

Mr. FUNG WAI-CHUN thought it was a splendid idea, as Mr. Bain suggested, to accept the money.

The CHAIRMAN did not see how they could possibly accept the gift unless they were in favour of starting the hospital, and he did not see that they could start without first inquiring into ways and means.

Mr. LAU CHU-PAK said the members of the sub-committee proposed were also members of the committee of the *Tungwa* Hospital. A man could not serve two masters.

Dr. HO KAI—There is but one master they serve: that is charity.

Mr. BAIN—It seems to me that it is the duty of the finance committee as now assembled to accept or reject this offer.

Mr. FUNG WAI-CHUN—I don't see that there is any harm in accepting it.

Mr. LAU CHU-PAK—By accepting it this institution would be a branch of the hospital on similar lines to the other side of the harbour. I don't think we should accept until we find the means.

Mr. CHAI SUI-KEI—How much would a new hospital cost?

The CHAIRMAN—About \$40,000. It is proposed to build a hospital for 45 beds.

Mr. LAU CHU-PAK—The scheme is rather a big one, and I agree with the Chairman that a committee should be appointed to consider whether we accept the offer.

Mr. BAIN proposed an amendment to the acceptance of the offer made to Dr. Ho Kai and that the matter of arranging how things are to be settled between the parties be referred to the sub-committee. From what Dr. Ho Kai had told them, the *Tungwa* and Alice Memorial Hospitals were working together harmoniously, and there seemed to him no great reason why they should not work together in a small affair on the other side. He considered it the duty of the finance committee to accept or reject the offer made.

Mr. CLARK seconded the amendment, which on being put to the meeting was lost.

Dr. HO KAI's motion, which was seconded by Mr. TAO, was then put and carried.

The CHAIRMAN said that before closing the meeting they should propose a vote of thanks to the staff of the Hospital for the work they had done during the past year. It was gratifying to notice that during the last seven years the number of out-patients had increased 35 per cent., and although there was not the same increase in the number of in-patients, still he had no doubt there was some very good reason for the failure. There was a section dealing with the Alice Memorial Maternity Hospital which although not referred to he did not think should be allowed to pass without remark. An increase of 65 per cent. in one year in the number of cases admitted should be described as more than satisfactory, and the outlook more than encouraging, and Dr. Sibree was to be congratulated on the progress made so far. He noted with satisfaction that the midwives trained under the Hongkong Government attended to 23 cases outside the hospital. By the increase in cases out-of-doors the progress should be judged. Every place attended meant a diminution of suffering and perhaps a saving of life.

A vote of thanks to the Chairman ended the meeting.

The report and balance sheet were as follows:—Throughout the year the number of cases treated has been well maintained. In the Alice Memorial and Netherole Hospitals the number of out-patients has been greater, while the in-patients have been somewhat fewer than the previous year. The Alice Memorial Maternity Hospital is slowly but surely making progress in gaining the confidence of the Chinese, who are naturally cautious in adopting methods of treatment that, to them, are new. The work of the general hospitals has been known and appreciated by the Chinese for nearly twenty years, while the Maternity Hospital has been established only as many months. As the latter becomes more widely known there can be no doubt that it will be accorded the same confidence that is at present enjoyed by the older institutions. The new Ho Kai Kwai Hospital is nearing completion, and will be ready for occupation early in 1906. The site of this hospital, lying immediately to the west of the Netherole and Maternity Hospitals, has been kindly given by the Hongkong Government, and the cost of erecting and furnishing the building has been undertaken by a Chinese lady belonging to a well-known Hongkong family whose generosity is highly appreciated. During 1905, the number of in-patients in the Alice Memorial Hospital was 379, in the Netherole Hospital 329, and in the Alice Memorial Maternity Hospital 55. In the Alice Memorial Hospital, surgical cases formed 61 per cent. of the whole, ophthalmic cases, 30 per cent., and medical cases, 9 per cent., while in the Netherole Hospital the surgical cases formed 34 per cent., medical cases 34 per cent., ophthalmic 33 per cent. Of the in-patients we mention the case of a man who was severely injured by the premature explosion of a charge of dynamite; one hand having been blown off and the other badly lacerated, besides having received severe wounds about the head and trunk. In spite of

KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-6d.) \$88.00

" 4 CARTRIDGE " (25-15-0d.) \$90.00

LONG HING & CO.

No. 17, QUEEN'S ROAD.

[35]

OUR SPECIAL

BLEND OF

FINEST OLD

SCOTCH WHISKIES.

"CLUB"

SCOTCH WHISKY

\$14.00

PER DOZEN.

PUREST

LIGHTEST

AND

THOROUGHLY

MATURED

IN WOOD.

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

[35]

BABY COVERED WITH HUMOUR

Ears Looked as if They Would Drop Off—Body Entirely Covered with Sores—Three Doctors Could Not Cure—Child Grew Worse.

CURED BY CUTICURA IN TWO WEEKS

Mrs. George J. Steece, of 701 Coburn St., Akron, Ohio, tells in the following letter of another of those remarkable cures of torturing, disgusting skin humours daily made by Cuticura Remedies, after physicians, and all else had failed: "I feel it my duty to parents of other poor suffering babies to tell you what Cuticura has done for my little daughter. She broke out all over her body with a humour, and we used everything recommended, but without results. I called in three doctors, they all claimed they could help her, but she continued to grow worse. Her body was a mass of sores, her little face was being eaten away, and her ears looked as if they would drop off. Neighbours advised me to get Cuticura Soap and Ointment, and before I had used half of the cake of Cuticura Soap and the box of Cuticura Ointment, the sores had all healed, and my little one's face and body was as clear as a newborn babe. I would not be without it again if it cost a fortune instead of the small sum it cost us to cure our baby, after spending much money on doctors and medicines without any benefit whatever."

SLEEP FOR BABIES

Rest for Tired, Fretted Mothers in Cuticura.

Instant relief and refreshing sleep for skin-tortured babies, and rest for tired, fretted mothers, in a warm bath with Cuticura Soap and gentle anointings with Cuticura Ointment, the great skin cure, and purgative emollients. A single set of Cuticura Soap and Ointment is often sufficient to cure the most distressing cases. Cuticura Soap, Ointment, and Pills are sold throughout the world. Depot: London, 4, Carter Lane; Paris, 10, rue de la Paix; Australia, R. Taylor & Co., Sydney. "Petter Drug & Chem. Corp., Boston, Sole Price."

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X

THE BURLINGTON

DRESS-MAKERS AND COURT

MILLINERS,

2, PEDDER'S STREET.

IMPORTANT NOTICE.

SPECIAL PRICES FOR SEVEN DAYS ONLY!

GOODS MUST BE CLEARED!

DON'T MISS THE BARGAINS!

GOODS ALMOST GIVEN AWAY

FOR 7 DAYS ONLY.

Hongkong, 29th March, 1906. [667]

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

or Demand Drafts on London on the day of or preceding the departure of the English Mails, also Table of Yearly Approximate Averages FOR 31 YEARS.

FROM

1874 to 1904.

Price 32 Cash. On Sale at the "DAILY PRESS" OFFICE, or Local Booksellers.

Hongkong, 11th May, 1906.

BALANCE SHEET OF THE ALICE MEMORIAL AND NETHEROLE HOSPITALS, 1905.

Dr. \$.

1905—December 31.

To donations as per list ... 10,221.03

To donations Hospital Sunday ... 656.31

To rent from college of medicine ... 60.00

To Refund of Bibles and Government Scholarships ... 210.00

To amount received for deposit ... 500.00

Estate late H. M. Mehta ... 20.00

Interest on—

H. M. Cooper fund (\$500) ... 20.00

Dorabjee Nowrojee fund (\$500) ... 20.00

Permanent fund (\$9,000) ... 540.00

Bibles medicine fund (dividends on 175 Hongkong and Macao Steamboat shares ... 350.00

Young bequest (dividends on 195 Hongkong Land Investment shares) ... 1,852.50

To balance ... 1,247.75

\$15,677.59

Cr.

By balance, overdrawn Dec. 31st, 1904 ... 973.02

By salaries, wages, etc., ... 4,551.10

By food ... 1,687.38

By medicine, etc., ... 4,154.79

By clothing ... 245.61

By furniture ... 39.25

By repairs ... 1,432.70

By stationery and printing ... 538.02

By Crown rent ... 53.52

By fire insurance ... 108.50

By telephone ... 100.00

By laundry ... 239.64

By sundries (household accounts) ... 1,054.68

By interest on overdraft ... 8.49

By paid on deposit (H.K. & Shanghai Bank) ... 500.00

\$15,677.59

NOTICE.
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Editor. The Manager's Office is at the Press, 5th Floor, 12, P.O. Box, 33, Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.
THIS is to GIVE NOTICE Messrs. REUTER, BROCKELMANN & Co. have been appointed Agents for the New York Life Insurance Co. in Hongkong. M. F. BAYARD, Resident Secretary for China. Hongkong, 3rd April, 1906. [788]

TO LET

NO. 7, MOSQUE TERRACE.
Possession on the 1st May, 1906. Apply to—
NO. 1, MOSQUE TERRACE.
Hongkong, 3rd April, 1906. [730]

CHEAP RENTALS.

EUROPEAN FLATS To Let, No. 45 & 46, Elgin and Garden Road, Kowloon. Bathrooms, servants' quarters, Gas and Water laid on. Apply to—
H. RUTONJEE,
No. 5, D'Almeida Street, Hongkong, or No. 37, Elgin Road, Kowloon. Hongkong, 2nd April, 1906. [789]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, **TOMORROW (WEDNESDAY),** the 4th April, 1906, at 11 A.M., at his SALER'S ROOMS, Duddell Street, **1,000 FROZEN RABBITS** (In Good condition). TERMS—Cash on delivery. **GEO. P. LAMMERT,** Auctioneer. Hongkong, 3rd April, 1906. [791]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction for Account of the Comptroller at his SALER'S ROOMS, No. 2, Zetland Street, **On THURSDAY,** the 5th April, 1906, at 11 A.M., **A Fine Assortment of LADIES' HATS, LADIES' UNDERWEAR, both Hand and Machine-made and other MILLINERY GOODS;** Also **A Handsome Collection of BLACKWOOD FURNITURE;** And **APOTHECARIES' and GROCERS' SCALES, FISHING LINE, &c., &c.** TERMS—As usual. **F. KIENE,** Auctioneer. Hongkong, 3rd April, 1906. [792]

FOR SHANGHAI & VLADIVOSTOK (Taking Cargo at Through Rates to Tsingtau and Chemulpo). **THE Steamship** Captain F. Kalkofen, will be despatched for the above Ports on **FRIDAY, the 6th inst., at 3 P.M.** This Steamer has superior accommodation for First and Second Class Passengers. For Freight or Passage, apply to **SIEMSEN & Co., Agents.** Hongkong, 3rd April, 1906. [793]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED. **FOR AMOY, STRAITS AND RANGOON.** **THE Company's Steamship** Captain T. P. Babb, will be despatched as above on **SATURDAY, the 7th inst., at DARTMOUTH.** For Freight or Passage, apply to **JARDINE, MATHESON & Co., Agents.** Hongkong, 3rd April, 1906. [794]

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADER is now ready and contains:—
Epitome of the Week's News.
Leading Articles.
Our Future Wheat Supply.
Our Future Wheat Supply, II.
Chinese in British Colonies.
Hongkong Chamber of Commerce.
A Shanghai Comedy.
Silver and the Hongkong Dollar.
The Peak Tramway Litigation.
Hongkong General Chamber of Commerce.
Concert at Government House.
The Nanchang Suicide.
Supreme Court.
French Convention Prize Distribution.
Canton.
Company Meetings:—
The China Borneo Co., Ltd.
Watkins, Ltd.
The China Light and Power Co., Ltd.
Campbell, Moore & Co., Ltd.
Luzon Sugar Refining Co., Ltd.
Yokohama Specie Bank, Ltd.
Shanghai Ice Cold Storage, and Refrigeration Co., Ltd.
China Import and Export Lumber Co.
The China Flour Mill Co., Ltd.
Yangtze Wharf and Godown Co., Ltd.
The China Market.
Shipping Case at Shanghai.
China United Service Rifle Association.
Hongkong Schools Sports.
Balaich's Sports.
Saturday's Gymkhana.
Volunteer Inspection.
Correspondence.
Commercial.
Shipping.
Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or 81 Cents for three copies.
Subscription: \$12 per Annum, payable in advance; postage 32.
Hongkong, 3rd April, 1906.

NEW ADVERTISEMENTS

FOR SINGAPORE & CALCUTTA.

THE Steamship "SHAN ALLUM," expected here about the 10th inst. from Kobe, will be despatched on the 13th inst. for the above Ports. Will also call at Rangoon if sufficient inducement offered. For Freight and Passage, apply to **A. M. ESSABROY,** Hongkong, 3rd April, 1906. [795]

BOSTON TOW BOAT COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "LYRA."
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA. The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever. **DODWELL & Co., Ltd., Agents.** Hongkong, 2nd April, 1906. [7]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. "BENVENUE,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 6th inst. will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 12th inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th inst., at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by **GIBB, LIVINGSTON & Co., Agents.** Hongkong, 2nd April, 1906. [786]

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSEAGERIES MARITIMES.
NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Matapan* and *Dordogne*, from Havre ex s.s. *Dordogne*, from Bordeaux ex s.s. *Ville de Dunkerque*, in connection with above Steamers, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless information is received from the Consignees before Noon To-day, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 9th April, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before 9th April, or they will not be recognized. All damaged packages will be examined on Monday, the 9th April, at 3 P.M. No Fire Insurance has been effected. **G. DE CHAMPEAUX,** Agent. Hongkong, 2nd April, 1906. [2]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. "SATSUMA,"
FROM NEW YORK AND STRAITS. **CONSIGNEES** of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 12th inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by **DODWELL & Co., Ltd., Agents.** Hongkong, 2nd April, 1906. [787]

INTIMATIONS.

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the Hongkong Hotel, at 8 o'clock P.M., on **SATURDAY, the 7th April, 1906.** Members wishing to be present and Dedications wishing to join the Society are requested to communicate with **MOWBRAY S. NORTHCOTE,** Hon. Secretary. Care of Hongkong Club. Hongkong, 20th March, 1906. [679]

NOTICE.

OFFICIAL or any Class of DOCUMENTS, Codes, Price Lists, Programmes, Accounts, Ornamental Writing, &c., &c., (including fac-simile music) can be undertaken by a careful and experienced CALIGRAPHER who desires either a temporary or a permanent appointment (preferable). Further particulars, please apply by letter to **"MIRIAN,"** Care of "Daily Press" Office. Hongkong, 31st March, 1906. [739]

LESSONS.

LESSONS GIVEN in the PEKIN and CANTONESE DIALECT, by arrangement with the undersigned. Terms very moderate. Apply to—**C. WAI,** Address 14, Gilman Bazaar, Ground-floor. Hongkong, 29th March, 1906. [745]

NOTICES OF FIRMS

NIPPON YUSEN KAISHA.

I HAVE this Day RESUMED CHARGE of the Company's business at this Port. **A. S. MIHARA,** Manager. Hongkong, 2nd April, 1906. [771]

NOTICE.

THE MITSU BISHI GOSHI-KWAI-SHA hereby give Notice that they have established a BRANCH Office at this Port, from 1st April, and have appointed Mr. T. MATSUKI as Manager. **MITSU BISHI GOSHI-KWAISHA,** Hongkong, 1st April, 1906. [772]

NOTICE.

FROM DATE, and during our Mr. MITCHELL'S Absence from the Colony, Mr. FRANK LAMMERT will have Charge of our Business at this Port, and is Authorized to Sign our Firm Per Procuration. **CALDERON, MACGREGOR & Co.,** Hongkong, 2nd April, 1906. [773]

NOTICE.

THE PARTNERSHIP of BENJAMIN KELLY & POTTS has this day expired by effluxion of time, and Messrs. S. S. BENJAMIN and G. H. POTTS have been appointed Liquidators in Shanghai and Mr. E. S. KADOOORIE as Liquidator in Hongkong, and they are respectively empowered to receive all monies due to and to pay all monies owing by the late firm of BENJAMIN, KELLY & POTTS. The successors of the Firm are Messrs. S. S. BENJAMIN and G. H. POTTS, in Shanghai, and Messrs. E. S. KADOOORIE & Co. in Hongkong, who are prepared to carry on BROKERAGE Business as heretofore. **E. S. KADOOORIE,** Hongkong, 31st March, 1906. [774]

NOTICE.

I the Undersigned (formerly Partner in the Firm of BENJAMIN KELLY & POTTS now dissolved), have this day established myself as SHARE AND GENERAL BROKER in Hongkong and will carry on the business under the style of **E. S. KADOOORIE & Co.** **E. S. KADOOORIE,** Hongkong, 1st April, 1906. [775]

NOTICE.

WE the Undersigned (formerly Partners in the Firm of BENJAMIN KELLY & POTTS now dissolved), have this day established ourselves as SHARE AND GENERAL BROKERS in Shanghai and will carry on the business under the style of **BENJAMIN & POTTS.** **S. S. BENJAMIN,** Shanghai, 1st April, 1906. [776]

THE CHINA-BORNEO CO., LIMITED.

NOTICE.

DURING my Temporary Absence from the Colony, Mr. H. W. KENNEDY will act as GENERAL MANAGER of the above Company. By Order of the Consulting Committee. **J. WHELEBY,** General Manager. Hongkong, 27th March, 1906. [741]

PUBLIC COMPANIES

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE FIFTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the Company's Offices, St. George's Building, No. 6, Connaught Road, Victoria, on **SATURDAY, 7th April, 1906,** at 11.15 A.M. for the purpose of receiving Statements of Accounts and the Report of the General Manager for the year ending 28th February, 1906, and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from **WEDNESDAY, 4th, to SATURDAY, 7th April, 1906,** both days inclusive. **SHEWAN, TOMES & Co.,** General Managers. Hongkong, 24th March, 1906. [719]

PHILIPPINE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Shareholders of PHILIPPINE CO., LIMITED, will be held at the Office of the NATIONAL BANK OF CHINA, LTD., Queen's Road, Hongkong, on **WEDNESDAY, the 11th day of April, 1906,** at 3.15 P.M., when the Subjunct Resolution will be proposed. Should the Resolution be passed by the required majority it will be submitted for Confirmation as a Special Resolution at a SECOND EXTRAORDINARY MEETING which will be subsequently convened. **RESOLUTION.** That the firm of Messrs. F. S. KADOOORIE & Co. be appointed GENERAL MANAGERS of the Company; the place of Messrs. BENJAMIN, KELLY & POTTS and that Article 56 of the Company's Articles of Association be altered by substituting the words "E. S. KADOOORIE & Co." for the words "Benjamin, Kelly & Potts." **BENJAMIN, KELLY & POTTS,** General Managers. Hongkong, 31st March, 1906. [761]

NOTICE.

IT IS HEREBY NOTIFIED that a MEETING of the MAGISTRATES and JUSTICES of the PEACE for the Colony will be held at the MAGISTRACY, at 2.15 P.M., on **MONDAY, the 9th April, 1906,** for the purpose of considering the following applications under the Liquor Licences Ordinance, 1898, viz:—
1. To permit one JOSEPH HENRY NEWBOLD to remove the business now carried on by him under an Adjunct Licence on premises numbered 31, Des Vaux Road Central, under the sign of "THE OWL GRILL ROOM" to premises numbered 47 and 49, Des Vaux Road Central.
2. To transfer from one ANTONIO FONSECA to ALBERT W. SLATON the Adjunct Licence to sell by retail intoxicating liquors on premises numbered 13, Queen's Road Central, under the sign of "THE NEW CONNAUGHT HOTEL." **F. A. HAZELAND,** Police Magistrate. Hongkong, 29th March, 1906. [780]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his SALER'S ROOMS, No. 2, Zetland Street, **TO-DAY (TUESDAY),** the 3rd April, 1906, at 11 A.M., **CONSIGNMENT OF:**
CIGARETTES, CIGARETTES, SILVER WATCHES, ROULETTE WATCHES, SUIT LENGTHS, and One RICKSHAW, and Sundry other Articles, and a Fine Assortment of LADIES' HATS, &c., &c.; Also **LADIES' BOOTS and SHOES, CORSETS, SINGLES, &c., &c.;** Also **A Few Lots of SILK GREPE.** **F. KIENE,** Auctioneer. Hongkong, 31st March, 1906. [762]

PUBLIC AUCTION.

THE Undersigned have received instructions for Account of the CONCERNED, **TO-DAY (TUESDAY),** the 3rd April, 1906, at 2.30 P.M., at their SALER'S ROOMS, No. 3, Des Vaux Road (Corner of Ice House Street), **SUNDRY VALUABLE HOUSEHOLD FURNITURE,** comprising:—
TAPESTRY-COVERED DRAWING ROOM SUITE, LEATHER-COVERED CHAIRS, TEAKWOOD OVERMANTLES with BEVELLED GLASS DOUBLE and SINGLE IRON BEDSTEPS with WIRE and RATTAN MATTRESSES, TEAKWOOD WARDROBES with a BEVELLED GLASS, TEAKWOOD HATSTAND with BEVELLED GLASS CREST OF DRAWERS, VIENNA CHAIRS, DRESSING TABLES, SHANGHAI BATHS CARPETS, SHOW-CASES, RICKSHAS, &c., &c., &c.; Also **One Large German IRON SAFE, a quantity of ENGRAVINGS, One PERAMBULATOR, &c., &c.** Catalogues will be issued. **TERMS—As usual.** **HUGHES & HOUGH,** Auctioneers. Hongkong, 2nd April, 1906. [781]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, **TOMORROW (WEDNESDAY),** the 4th April, 1906, commencing at 2.30 P.M., at his SALER'S ROOMS, Duddell Street, **A FINE COLLECTION OF POSTAGE STAMPS.** Mostly comprised of BRITISH COLONIES and ASIATIC STAMPS. On view from Monday, the 2nd April. Catalogues will be issued. **TERMS—Cash on delivery.** **GEO. P. LAMMERT,** Auctioneer. Hongkong, 31st March, 1906. [763]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his SALER'S ROOMS, No. 2, Zetland Street, **On SATURDAY** and **MONDAY,** the 7th and 8th April, 1906, at 2.30 P.M., **A VALUABLE LOT OF PEKIN CURIOS.** Some very Old and Rare Pieces. Catalogues will be issued. **F. KIENE,** Auctioneer. Hongkong, 2nd April, 1906. [782]

INSURANCES

CANADA ACCIDENT ASSURANCE CO. HEAD OFFICE, MONTREAL.

THIS COMPANY issues the most liberal and clear Policy ever offered in the East. Double benefits for Travel Accidents. Fever, Typhoid, and Smallpox Covered. Policies written HERE, in any currency. **Hongkong Office:—**
14, Des Vaux Road Central.

GRANT & LESLIE, General Agents. Hongkong & South China. Hongkong, 1st April, 1906. [777]

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates. **SIEMSEN & Co.,** Hongkong, 1st January, 1904.

NORTH BRITISH AND MERICAN TILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1904, £17,181,229.

1. AUTHORIZED CAPITAL.....£3,000,000
SUBSCRIBED CAPITAL.....2,750,000
PAID-UP CAPITAL.....687,500 0 0
2. FIRE FUNDS.....3,001,286 12 9

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. **SHEWAN, TOMES & Co., Agents.** Hongkong, 30th June, 1905. [1567]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. **REUTER, BROCKELMANN & Co., Agents.** Hongkong, 21st April, 1897. [113]

RUINART PERE & FILS, REIMS. Established 1719. **CHAMPAGNE GROWERS AND SHIPPERS.** Ship on the Finest Quality Extra Dry (Green Seal) **LAUTS, WEGENER & Co., Sole Agents.** Hongkong, 17th May, 1905. [122]

TO LET

TO LET.

NO. 15, KNOTSFORD TERRACE, KOWLOON. Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 2nd December, 1905. [77]

TO LET.

NO. 5, SEYMOUR TERRACE. Apply to—
WONG KAM FUK, Hongkong & Kowloon Wharf & Godown Co. Hongkong, 10th March, 1906. [607]

TO LET.

IN KOWLOON, for 4 months: Furnished House, containing 4 Rooms. Electric Lights and Fans, and plenty of conveniences for house-keeping. Also 2 Furnished Rooms with or without board. Write to—
Care of "Daily Press" Office. Hongkong, 30th March, 1906. [752]

TO LET.

NO. 3 and 4, "FAIRVIEW" ROBINSON ROAD, Kowloon. 1st and 2nd FLOOR No. 12, Queen's Road Central. **GLENIFFER GARDEN ROAD, Kowloon.** Kowloon Marine Lot 47 with Wharf. Apply to—
LEIGH & ORANGE, 1, Des Vaux Road. Hongkong, 29th March, 1906. [501]

TO LET.

TWO LARGE OFFICES on the First Floor of No. 34, Queen's Road Central, opposite the Post Office. Possession on or after the 10th December, 1905. Apply to—
WONG CHEE SANG, Care of YEE SANG FAT & Co. Hongkong, 30th November, 1905. [107]

TO LET.

NO. 1, DES VEAUX VILLAS, Peak. Nos. 5, 6 & 21, BELLIOS TERRACE. No. 2, DES VEAUX VILLAS, Peak. No. 4, ALBANY. No. 6 & 7, DES VEAUX VILLAS, Peak. "EARNESFOOT," 30, Robinson Road. Furnished for 6 months. With Electric Light and Fan. "BROCKHURST," PEAK, from 1st March, 1906. "CLOVELLY," PEAK ROAD, Furnished, Hot and Cold Water laid on to Bathrooms; Electric Light throughout the House. Two Tonnies Courts and Gardens. 24, BELLIOS TERRACE, Corner House. BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms. Low rental. 2nd FLOOR in Central position, containing Four Large Rooms, Anti-room and Lavatory &c., with use of Electric Lift. Well suited for Offices. Apply to—
LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 7th February, 1906. [83]

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town. Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 28th June, 1905. [78]

TO LET.

NO. 74, CAINE ROAD. No. 2, MACDONNELL ROAD. GODOWN (Small) No. 32a, Praya East. Apply to—
COMPTON'S DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 3rd June, 1905. [80]

TO LET.

IN HOTEL MANSIONS, a suite of Three Large Offices on corner overlooking Des Vaux Road; cool quarters and all modern conveniences. Telephone and Electric Light fittings installed. Apply—
Care of Box 22 G.P.O. Hongkong, 20th March, 1906. [678]

TO LET.

TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of any Cargo. Floor Area, 6,100 square feet each. Apply to—
JARDINE, MATHESON & Co., Hongkong, 20th January, 1906. [256]

TO LET.

SEYMOUR ROAD LOWER, No. 31. CAINE ROAD, No. 39. STONEHAVEN, Robinson Road, No. 35. TANG YUEN, McDonnell Road, No. 19 (5 Rooms). ICE HOUSE STREET, No. 6 (1st Floor, 5 Rooms). PRAYA EAST, No. 90 (Godown). Apply to—
SAM WANG CO., LD., 81, Queen's Road Central. Hongkong, 6th February, 1906. [366]

TO LET.

TOP FLOOR (5 Rooms) 19, Queen's Road, (above Messrs. GREEN & Co.'s Offices). FIRST FLOOR (4 Rooms), YORK BUILDING. Apply to—
KELLY & WALSH, LD., Hongkong, 10th February, 1906. [398]

TO LET.

NEW "KINGSCLERE" with Stables entrances in both Kennedy and Macdonnell Roads. For full particulars, apply to—
LINSTEAD & DAVIS, Alexandra Buildings, 3rd Floor. Hongkong, 17th February, 1905. [82]

TO LET.

NO. 2, ANTRIM VILLAS, Des Vaux Road, Kowloon. A Five-Roomed House. Apply to—
HUGHES & HOUGH, 8, Des Vaux Road. Hongkong, 8th March, 1906. [582]

TO LET.

FURNITURE STORE. PLATED GLASS and CROCKERY WARE, &c., &c.; and FOOCHOW LAQUEURED WARE. 68, QUEEN'S ROAD CENTRAL. Hongkong, 21st September, 1903. [2355]

TO LET.

ONE ROOM, on the Second Floor of No. 1, QUEEN'S BUILDINGS, Facing the Praya. Apply to the **OSAKA SHOSEN KAISHA.** Hongkong, 2nd April, 1906. [774]

TO LET.

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905. [688]

TO LET.

A. LING & CO., FURNITURE STORE. PLATED GLASS and CROCKERY WARE, &c., &c.; and FOOCHOW LAQUEURED WARE. 68, QUEEN'S ROAD CENTRAL. Hongkong, 21st September, 1903. [2355]

TO LET

TO LET.

FURNISHED HOUSE in Kowloon, containing Five Rooms, 3 Bathrooms. Use of Tennis Court. For 6 or 7 months from 15th May. Apply—
Care of "Daily Press" Office. Hongkong, 29th March, 1906. [643]

TO LET.

CONNAUGHT ROAD, Fronting Harbour Moderate Rental. Apply to—
"B.B." Care of "Daily Press" Office. Hongkong, 29th March, 1906. [747]

TO LET.

RESIDENCE No. 6, MORRISON HILL, 6 Rooms, Hot and Cold Water, Gas and Tennis Court. Apply—
W. G. WINTERBURN, GEO. FENWICK & Co., LTD. Hongkong, 21st February, 1906. [461]

TO LET.

FURNISHED ROOMS, with or without Board. Near Ferry, Kowloon. Tennis Court attached. Apply—
Care of "Daily Press" Office. Hongkong, 2nd March, 1906. [543]

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING. GODOWNS in PRAYA EAST. A BUILDING at Causeway Bay, formerly in occupation of the Steam Laundry Co., Ltd. A HOUSE in CLIFTON GARDENS, Conduit Road. A HOUSE in WONG NEI CHONG ROAD. A HOUSE in RYTON TERRACE. FLATS in MORETON TERRACE. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st March, 1906. [524]

TO LET.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL, 1st FLOOR.

BEER

PILSENER. CROWN LABEL.

\$13.00

PER CASE OF 4 DOZEN QUARTS.

\$19.50

PER CASE OF 8 DOZEN PINTS (LARGE SIZE).

Consider
The
Risks

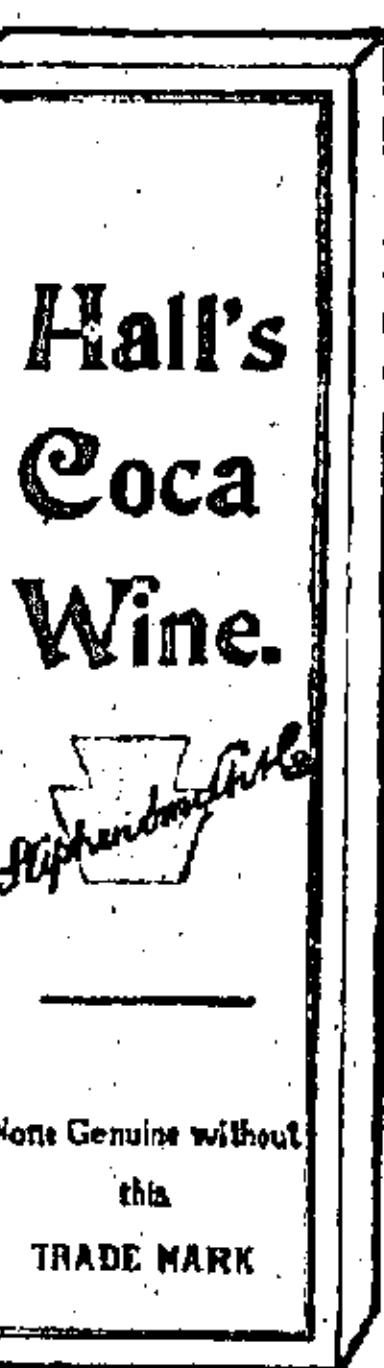
The fact that you are weak and nervous is against you. Remember that when the vital forces languish, disease often gains a treacherous hold.

The usual impairment of energy and vigour in tropical countries may be cured by

Hall's Coca Wine

which restores strength, and fits you to resist disease. Cures anemia, neuralgia, sleeplessness, physical and nervous weakness. Sold everywhere by stores and chemists. In large and small bottles. Be sure to get the genuine, with red keystone trademark.

Hall's Coca Wine is the most marvellous restorative known to medical science—pure, potent, palatable.



NAVY ESTIMATES.

ONE AND A HALF MILLION REDUCTION.

FOUR ARMoured SHIPS.

DESTROYER'S SPEED 41 MILES AN HOUR.

The Navy Estimates for the coming financial year, which were issued last month, contain no sensational features, and the usual explanatory statement by the First Lord is missing, because Lord Tweedmouth's task was, as a matter of fact, performed by his predecessor, Earl Cawdor, in the Blue Book, "A Statement of Admiralty Policy," which was issued shortly before the resignation of the late Government. In announcing the financial provision for the Fleet, which will be necessary in the coming twelve months, Lord Tweedmouth merely remarks that "the present estimates are substantially in agreement with the forecast" given by Lord Cawdor.

The main features of the Estimates for 1906 are as follows:

Total provision, 1906-7 ... £31,869,500

Last year, 1905-6 ... 33,389,500

Reduction ... £1,520,000

The Estimates for 1906-7 marked a reduction of three-and-a-half millions sterling, so that in two years the naval outlay has been cut down by five millions sterling.

Now construction ... £9,252,131

Reduction ... 373,070

In accordance with Admiralty policy, all subsidies for "armed merchant cruisers" have been withdrawn, except in the case of the Cunard Company, whose whole fleet is at the disposal of the authorities, and the Canadian Pacific Railway Company's steamers, the old contract for which has not expired. There is a saving under this head of £121,350.

On the other hand, there are increased votes of £211,817 for armour and £100,000 for guns.

PERSONNEL.

Officers and men of Sea Services, including Coastguard and Marines, 121,983, which is an increase of 860, balanced by a similar decrease in "other services," leaving the total personnel, without variation ... 129,000

Royal Naval Reserve, including Colonials numbering 1,400 ... 28,850

(Reduction of 4,655).

Royal Fleet Reserve ... 19,500

(Increase of 2,900).

Royal Naval Volunteers ... 4,700

(Increase of 500).

NEW CONSTRUCTION.

On April 1, 1906, the following vessels will be under construction:

6 battleships.

10 armoured cruisers.

12 destroyers (coastal).

5 destroyers (ocean-going).

1 destroyer (very fast ocean-going).

1 Royal yacht.

15 submarines and a repair ship.

The battleship Dreadnought will be completed early next year within fifteen months of her commencement, and will cost £1,797,497.

Contracts have been entered into for the construction of three armoured cruisers, named Invincible, Indefatigable, and Indomitable. These vessels are to be ready for commission in May, 1908—i.e., within thirty months from the date of ordering.

The twelve coast-destroyers and the five ocean-going destroyers included in the current year's programme have all been ordered. The former will have a trial speed of twenty-six knots and the latter of thirty-three knots. Negotiations in connection with ordering the special ocean-going destroyer of 36 knots' trial speed are nearly complete. The eleven submarines sanctioned by Parliament last spring have been commenced.

NEXT YEAR'S PROGRAMME.

In addition, in the coming year at the following vessels will be begun:

4 armoured vessels.

5 destroyers (ocean-going).

12 destroyers (coastal).

12 submarines.

SHIPS COMPLETED FOR SEA.

Between April 1, 1905, and March 31, 1906, the following ships will have been completed and become available for service:

3 battleships: Dominion, Himalayas, New Zealand.

8 armoured cruisers: Antrim, Argyll, Cornwall, Devonshire, Hampshire, Roxburgh, Black Prince, Duke of Edinburgh.

1 second-class cruiser: Encourager.

8 scouts: Adventure, Attentive, Forward, Foresight, Pathfinder, Patrol, Sentinel, Skirmisher.

16 destroyers.

13 submarines.

1 floating coal depot.

FUTURE OF THE COASTGUARD.

Accompanying the Estimates is the usual statement of progress, in which occur several points of interest. No support is given to the rumour as to the abolition of the Coastguard. It is remarked in this connection:

The reorganisation scheme of 1903 is now fully established, and works very satisfactorily. New Coastguard instructions have been completed and issued.

A considerable reduction has been made during the last year in the personnel and the buildings of the coastguard.

Stations which required extensive repairs, or where the quarters were found no longer suitable, have been closed.

The estimated numbers of the coastguard personnel for 1906-7 will be 4,122, as compared with 4,369 for 1905-6.

Improvements have been made in regard to the efficiency of the signal-stations. A signal boatman has been added to the staff of the Admiral Commanding Coastguard and Reserves, and has been found very useful in carrying out certain periodical inspections of the crews of these stations.

The wireless telegraph stations are now worked entirely by the coastguard. Of these, two have been opened during the present financial year, and another is now being opened as an intercepting station temporarily. In addition, three more stations are to be erected next year.

TRAINING OF NAVAL RESERVES.

In connection with the Naval Reserves the following paragraphs occur:

The sea-going Royal Naval Reserve drill ships have been paid off, as it has been decided to train Reserve men in the ships of the divisions in commission in reserve at the home ports. After April 1 next the harbour drill ships, with the exception of those at London, Aberdeen, Bristol, and Liverpool, will be discontinued.

Five of the torpedo gunboats are being transferred from the admiral commanding the coastguard and Reserves to the admiral of the torpedo craft flotillas.

The number of Royal Naval officers and men having reached requirements, entries have been temporarily suspended during the year.

Early in the financial year 1905-6 three months' training on board the ships of the Reserve Divisions was substituted for training on board special sea-going drill ships, allowing the latter to be withdrawn, and thereby effecting a large economy. It also tended to greater efficiency, as the ships of the Reserve Divisions are more efficiently armed vessels.

Considerable alterations in the system of training officers and men of the Royal Naval Reserve will come into force on April 1 next. All drill and training are in the near future to be carried out in effective ships in commission, instead of at shore batteries and in harbour drill ships.

Five harbour drill ships will be paid off and twenty-five batteries closed on March 31, 1906, the remaining four harbour drill ships and eight batteries being retained for a period in no case exceeding five years.

REDUCTION OF THE ROYAL MARINES.

On the other hand, the establishment of the Corps of the Royal Marines is to be pruned. In this connection, and with reference to bands, it is stated:

It was decided to reduce the establishment during the current financial year from 18,800 to 18,201—i.e., by 1,539; of this reduction 207 will be in the Royal Marine Artillery and 1,330 in the Royal Marine Light Infantry.

The Royal Naval School of Music, which was established in 1903, has made steady progress during the year. The present number of band ranks for service afloat has reached 95, the number ordered to be disbanded during the financial year. Twenty-seven bands under the new scheme are now embarked in His Majesty's ships.

The rating of turret gunlayer and turret sight-setter has been recently thrown open to the Royal Marines, and six have qualified for the former and thirteen for the latter rating. 679 qualified men (Q.M.) R.M.L.I. are fully trained and available for employment in their gunnery rating.

The reform, which throws open the turret to the Royal Marines, hitherto restricted to officers and lighter guns, is in the best interests of the Service, for these men have proved excellent gunners.

DISAPPEARANCE OF TRAINING SHIPS.

In connection with the training of boys and youths for the seamen classes it is recorded:

The completion of the Boys' Training Establishment at Shotley has enabled the Admiralty to carry out their policy of paying off the old training ships and concentrating the training of boys. The training of boys on entry is now practically divided between Shotley and Plymouth, a very few boys being still entered in the Emerald at Queenstown.

The period of shore training of boys has been further reduced, corresponding to the older age at which they are entered, the total being eight months in the shore establishment and four months in the sea-going cruisers. A certain rearrangement of the periods and subjects of instruction has been made at the same time, so as to secure more thorough instruction for the seafarer boys. Boys who have completed their training in the shore establishments are now sent to the ships of the Reserve Squadrons pending draft to the sea-going cruisers.

The training of youths continues to be carried out as arranged last year. They are first put through a preliminary course of about two months' training in the Boscawen L.L. at Shotley, and are then sent afloat in a sea-going cruiser or four months in the same manner as the boys.

The entry of special service men has been attended with satisfactory results throughout the year, especially in regard to stokers. After undergoing the preliminary training in the depots, these men are sent for a short period to ships of the Reserve squadrons while waiting draft.

IMPORTANCE OF SWIMMING.

A few years ago a large number of men in the Fleet, especially stokers, were unable to swim. Though this defect has been remedied in some measure, evidently something is still to be desired, for it is stated:

With a view to reducing the numbers of non-swimmers in the Fleet, directions have been issued for general swimming instruction to be given for half an hour daily in all ships, and for arrangements to be made in suitable localities for parties of non-swimmers to be sent away for instruction to swimming baths, etc. The test of ability to swim has also been raised, and arrangements have been made for advanced classes in life-saving to be formed among the more proficient swimmers.

CHINA SQUADRON'S STRENGTH.

References are made to last year's important manoeuvres, to the exchange of courtesies with the French fleet, to the alterations in the disposition of the ships of His Majesty's Navy, including the increase of the Channel Fleet to seventeen battleships—six of the Duncan class, five of the Canopus class, four of the Majestic class, with the Triumph and Swiftsure (ex-Chiffchaffs)—and to the rearrangements in other fleets and to the time in these columns. With reference to the British ships in the Far East it is stated:

Considerable changes have been made in the China Squadron. All the battleships have been withdrawn, while of the cruisers the Amphitrite has been replaced by the Diadem, and the Sutlej, Hogue, and Andromeda will shortly be replaced by the Despatch, the King Alfred, Keul, and Donsgraf. The second-class cruiser Bonaventure was transferred from the Pacific Station to relieve the Thetis, but is now about to be withdrawn from the China Station, and the Flora has replaced the Iphigeneia and Sirius.

SUCCESS OF THE NAVAL VOLUNTEERS.

The conspicuous success of the new Royal Reserve and of the Volunteer Reserve are subjects for congratulation. There are now in the former forces, which consist of men who have served in the fleets at sea, no fewer than 7,768, seamen, etc., 2,334 stokers, and 1,211 Marines. As to the Volunteers, of which London, Sussex, the Clyde, the Mersey, Bristol and the Tyne now have divisions, it is noted:

The present strength of the whole force is as follows:

PERMANENT STAFF.

Officers ... 4

Petty officers and men ... 54

(6)

ROYAL NAVAL VOLUNTEERS.

Officers ... 138

Petty officers and men ... 3,390

5,537

During the year opportunities have been given to the Naval Volunteers to embark for periods of fourteen or twenty-eight days in the ships of the Reserve Divisions, and about 1,120 officers and men took advantage of this.

Officers and men have also been permitted to go through special courses of gunnery, torpedo, and signalling.

Reports on them received from the captains of the ships are most satisfactory.

The Royal Naval Volunteer Reserve includes now a considerable proportion of men acquainted with trades (e.g., electricians, armourers, etc.) which are required in His Majesty's ships, and arrangements are now being made for men holding such qualifications to undergo a short training to obtain a certificate of competency in these trades. Those holding such certificates will be available for employment, when called upon, in their trades, and will constitute a valuable reserve for the Navy.

NEW GUNS AND SIGHTS.

Following upon the remarkable increase in the gunnery efficiency of the fleet recently recorded, the following paragraphs are of peculiar interest:

The progress in manufacture and supply of guns during 1905-6 has been satisfactory. Considerable improvements have been effected in the designs of recent B. L. guns, and of greater tensile strength and higher tenacity has been introduced, both for new guns and for the repair of the older patterns.

The improvements in sights are continuing on the lines of increased accuracy. A large number of new sights have already been supplied to sea-going ships.

Revised armaments, including instructional appliances for the new gunnery schools at Chatham and Devonport, the drill batteries at R.N. barracks, Chatham, Portsmouth, and Devonport, and the R.M. batteries, are ready for supply, and instructional appliances for teaching shooting and loading have been supplied to a number of sea-going ships. The drill batteries are being enlarged to meet the requirements of the new scheme of gunnery training, the success of which was shown by the result of the gunlayers' test in 1905.

The supply of the necessary instruments for enabling fire to be opened up with accuracy at long ranges was begun during last year, and is now well advanced, a considerable number of ships having been already fitted. Provision has been made in the Estimates for continuing this work, the extreme importance of which is well shown by the returns of battle practice carried out in 1905.

INCREASED COMFORT ABOARD.

It is announced that the design of the new yacht for His Majesty has been settled, and the work of construction on the Clyde begun. As to other details of naval progress, it is stated:

Improved appliances for cooking, as well as bread bakeries, are being introduced into ships. Improved sanitary, ventilating, warming, and washing arrangements are also being introduced.

The use of electricity for many purposes on board His Majesty's ships continues to increase. In view of the satisfactory performance of His Majesty's ship Amphibyst, fitted with turbine propelling machinery, and of a rapidly increasing number of such installations in ships of the mercantile marine, it has been decided to adopt this means of propulsion in all the war vessels provided for during the present year.

ECONOMY IN THE DOCKYARDS.

Adverting to the policy in the dockyards as reflected by the general naval policy of the Board, it is added:

Owing to changes in the organisation of the Fleet, the amount of repairing and work in the dockyards has been substantially reduced. It has in consequence been necessary to discharge a large number of men during the current financial year. With a view to minimising the unavoidable distress, the discharges were restricted as far as possible to the summer months, and ceased in October last. Corresponding reductions have also been made in the various grades of subordinate officers and office staff.

During the current year further progress has been made in the development of Gibraltar Yard as a base for the Atlantic Fleet. A number of skilled workmen have been sent from England to strengthen the personnel of the yard, and the work of erecting machinery and working appliances in the various shops has been a satisfactory advance.

The work of installing electric light and power in the dockyards and other naval establishments is well in hand. So far as yet machinery is concerned, the dockyards are now in a satisfactory position, and the replacement of obsolete machines by up-to-date plant has been practically completed.

The oil fuel installations in Mars and Hannibal are being brought up to date, and as opportunity affords oil fuel appliances are being fitted in His Majesty's ships Caesar, Majestic, Magnificent, and Victorious. Installations are also in progress for all the later vessels building and completing.

The torpedo-boat destroyer Spindrift fitted to burn oil fuel only, is in commission as an instructional vessel for the training of engineering complements in the manipulation of oil-burning appliances.

Particulars are also given of the progress of naval works.

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Cream, Churnant, Lait Charnant and Special Skin Tonic and Poudre Charnant will enable you to do it. For Specialties for the Skin see the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents, London.

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MITSUBISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK"
A.I., A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length... 722 feet.
Length on Blocks... 714
Width of Entrance on Top... 964
Width of Entrance on Bottom... 884
Water on Blocks at Spring Tide... 34

DOCK No. 1.
Extreme Length... 523 feet.
Length on Blocks... 518
Width of Entrance on Top... 88
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide... 28

DOCK No. 2.
Extreme Length... 371 feet.
Length on Blocks... 359
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide... 22

PATENT SLIP.

Suitable for vessels up to 1,000

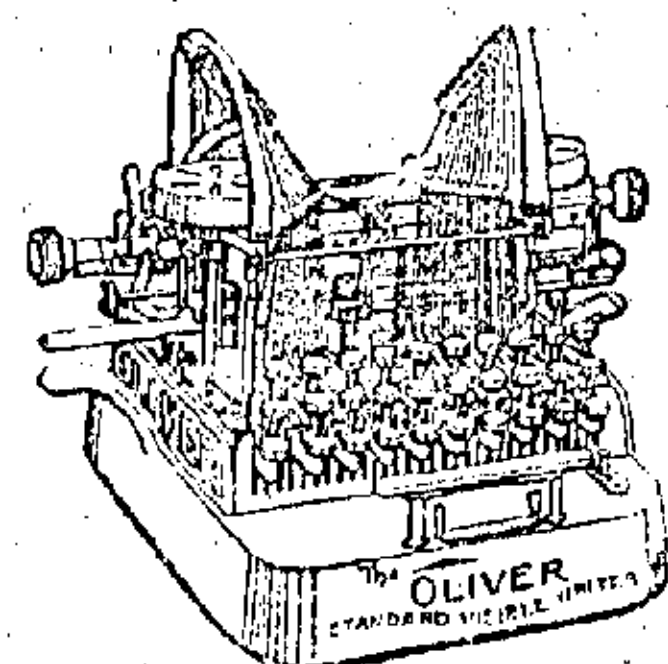
LATEST PLANTS AND APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERWORK, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES, equipped with necessary gear, always ready for service.

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DR. M. H. CHAUN.

THE latest Method of the AMERICAN

SYSTEM OF DENTISTRY.

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From the University of Pennsylvania, U.S.A.

Hongkong, 4th September, 1905. 1263

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 mm.

With CH. WEBER for 10 CARTRIDGE

FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.

Hongkong, 3rd October, 1905. 45

MARTIN'S

APIOL & STEEL

PILLS

A French Remedy for all irregularities. These pills keep a boy or a girl's system in the best of health, so that no matter what irregularity of the system a family doctor may be consulted. Those who use them recommend them as the most efficacious, safe, and pleasant of all remedies.

MARTIN, CORNEL, SOUTHAMPTON, AND AUSTIN.

63

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MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNEOLD, KARBEG & CO.

Sole Agents.

NATAL LINE OF STEAMERS.

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in CHINA and JAPAN for the above Line

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OF LADING for all the principal ports in

SOUTH AFRICA, in connection with the

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service hence to CALCUTTA. Sailing from

CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,

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General Agents for China and Japan

Hongkong, 4th August, 1905. 8

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Also ELECTRICAL LOCOMOTIVES and MACHINE TOOLS.

CRANE LOCOMOTIVES FOR

LIFTING AND SHUNTING.

SHIPPING.

ARRIVALS.
GIUNSAO, British str., 1,417, R. Cox, 2nd April—Sourabaya 21st March, Sugar.
Jardine, Matheson & Co.
ERBERT SIMONS, French str., 2,162, Bourdon, 2nd April—Saigon 30th March, Mails and General—Messageries Maritimes.
HAIKUN, British str., 1,342, A. J. Robinson, 2nd April—Sourabaya 1st April, General.
Douglas, Lapraik & Co.
KASHING, British str., 1,142, T. W. Pickard, 2nd April—Wuhu 27th March, Rice.
Butterfield & Swire.
LOOSANG, British str., 1,092, A. E. Sandback, 2nd April—Manila 30th March, General.
Jardine, Matheson & Co.
PRINZ WALDEMAR, German str., 3,227, C. Woltemas, 2nd April—Kobe 26th March, General—Moloch & Co.
SATOYAMA, British str., 2,969, Chubb, 2nd April—Singapore 25th March, General—Doddwell & Co.
TOKIN, French str., 6,378, A. Charbonnel, 1st April—Shanghai 30th March, Mails and General—Messageries Maritimes.
ZOUAGSTER, British str., 2,384, John Ewan, 1st April—Moji 27th March, Coal—Bradley & Co.

CLEARANCE.

At the Harbour Master's Office.
April 2nd.
Helene, German str., for Hoihow.
Kashing, British str., for Canton.
Kueichow, British str., for Tientsin.
Satsuna, British str., for Foochow.

DEPARTURES.

April 2nd.
CHINKANG, British str., for Canton.
ERBERT SIMONS, French str., for Shanghai.
HAIKUN, British str., for Swatow.
MAZONG, British str., for Singapore.
PERIA, Austrian str., for Singapore.
SAGAWA, Japanese transport, for Manila.

SHIPPING REPORTS.

The British steamer Kashing reports: Strong N.E. Monsoon through Formosa Strait.
The British str. Chinkang reports: Clear weather in China Sea, moderate to fresh monsoon (N.E.), sea rather rough.
The British steamer Zouagster reports: Dull weather, raining, variable winds, and moderate sea.

VESSELS PASSED ANKER.

March 15, Norwegian str. Providence, Cornhill, March 13, from Christmas Island for Singapore.
March 17, Ger. str. Varzin, Schröder, March 15, from Tjilatjap for Batavia.
March 18, British barque Sunda, Casson, Feb. 11, from Hongkong for London.
March 18, British str. Ulysses, February 11, from Djeddah for London.
March 19, British str. Sarada, Beran, Feb. 11, from Singapore.
March 19, Dutch barque Jeanette Francois, Nisser, Dec. 2, from Rotterdam for Batavia.
March 20, American barque Arthur Swell, Gaffey, Dec. 9, from Philadelphia for Cavite.

VESSELS IN DOCK.

April 2nd.
AVERDEN DOCK—Bathurst, Taitona.
KOWLOON DOCK—Jenfeld, U.S.S. Barry, Hanoi, China, Taitona, Dan Yih, Hindal, Lenoir, City of Birmingham.
COSMOPOLITAN DOCK—Phu Nung.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship
"HAIMUN."
Captain A. J. Robinson, will be despatched for the above Ports TO-DAY, the 3rd April at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 31st March, 1906. [765]
FOR SHANGHAI, TSINGTAU AND CHEMULPO.

THE Steamship
"HOANGHO."
Captain Geisel, will be despatched for the above Ports TO-DAY, the 3rd April, at 3 P.M.
For Freight, apply to
SIEMSEN & Co.,
Agents.
Hongkong, 27th March, 1906. 739
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"CATHERINE APCAR."
Captain A. Stewart, will be despatched as above TO-DAY, the 3rd April, at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 27th March, 1906. 740
TOYO KISEN KAISHA.
FOR SINGAPORE AND RANGOON.

THE Company's Steamship
"MANSHU MARU."
5,400 tons gross, will be despatched as above on THURSDAY, the 5th April, at DAYLIGHT.
For Freight, apply to
K. MATSUDA,
Manager.
T. K. K. South American Line,
York Building.
Hongkong, 2nd April, 1906. [783]
JAVA-CHINA-JAPAN LINE.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA & MACASSAR
(taking cargo to all ports in Netherlands India on through Bill of Lading).

THE Steamship
"TJIMAH."
Captain Brouwers, will be despatched for the above Ports on or about the 11th April.
For information as to Freight and Passage, apply to
Head Agent of the
JAVA-CHINA-JAPAN LINE,
(York Buildings, 1st Floor).
Hongkong, 30th March, 1906. 758

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

| 1. From Green Island to the Harbour Master's. | 2. From Harbour Master's to Blake Pier. | 3. From Blake Pier to Naval Yard. | 4. From Naval Yard to East Point. |
|---|---|-----------------------------------|-----------------------------------|
| DESTINATION | VESSEL'S NAME | PLAC & RIG | BERTH |
| LONDON, &c. VIA USUAL PORTS OF CALL. | OCEANA | Brit. str. | — |
| LONDON & ANTWERP. | JAYA | Brit. str. | — |
| AMSTERDAM, LONDON & ANTWERP. | DIONED | Brit. str. | 1 m. |
| AMSTERDAM, LONDON & ANTWERP. | KINTUCK | Brit. str. | 1 m. |
| AMSTERDAM, LONDON & ANTWERP. | BELLEPHON | Brit. str. | 1 m. |
| AMSTERDAM, LONDON & ANTWERP. | CALOHAS | Brit. str. | 1 m. |
| AMSTERDAM, LONDON & ANTWERP. | JASON | Brit. str. | 1 m. |
| MARSEILLES & HAMBURG. | TOKIN | Fr. str. | — |
| RUHREN, VIA PORTS OF CALL. | JETRA | Ger. str. | k.w. |
| HAVRE, BREMEN & HAMBURG VIA STRAITS, &c. | P. E. LUTFOLD | Ger. str. | k.w. |
| HAVRE & HAMBURG VIA STRAITS, &c. | SCANDIA | Ger. str. | k.w. |
| HAVRE & HAMBURG VIA STRAITS, &c. | SENEGAMBIA | Ger. str. | k.w. |
| HAVRE & HAMBURG VIA STRAITS, &c. | SEGOVIA | Ger. str. | k.w. |
| HAVRE & HAMBURG VIA STRAITS, &c. | C. FRED. LAEISZ | Ger. str. | k.w. |
| GENOA, MARSEILLES & LIVERPOOL. | SITHONIA | Ger. str. | k.w. |
| GENOA, MARSEILLES & LIVERPOOL. | MACHAON | Brit. str. | 1 m. |
| NEW YORK VIA PORTS & SUEZ CANAL. | HECTOR | Brit. str. | 1 m. |
| NEW YORK VIA PORTS & SUEZ CANAL. | SHIMOSA | Brit. str. | 1 m. |
| NEW YORK VIA PORTS & SUEZ CANAL. | INDRAJADI | Ger. str. | k.w. |
| VANCOUVER VIA SHANGHAI JAPAN, &c. | YANDARA | Ger. str. | k.w. |
| VICTORIA (B.C.) & SEATTLE, &c. VIA JAPAN. | ATHENIAN | Brit. str. | 1 m. |
| VICTORIA (B.C.) & SEATTLE, &c. VIA JAPAN. | EMPEROR OF INDIA | Brit. str. | 2 m. |
| SEATTLE VIA SHANGHAI & JAPAN. | TEUCER | Brit. str. | 1 m. |
| PORTLAND, OREGON VIA SHANGHAI, &c. | LETA | Am. str. | — |
| SAN FRANCISCO VIA PORTS. | DAKOTA | Am. str. | — |
| CALLAO (PERU) & IQUIQUE (CHILI). | NUMANTIA | Ger. str. | — |
| AUSTRALIAN PORTS VIA MANILA. | DAKOTA | Brit. str. | — |
| AUSTRALIAN PORTS VIA MANILA. | GLENFARG | Brit. str. | — |
| YOKOHAMA VIA SHANGHAI, MOJI & KOBE. | PRINZ WALDEMAR | Ger. str. | — |
| TIENSIN | CHINGTU | Brit. str. | 1 m. |
| TIENSIN | MATILDA | Brit. str. | 1 m. |
| TIENSIN | KWICHOW | Brit. str. | 1 m. |
| TIENSIN | KASHING | Brit. str. | 1 m. |
| SHANGHAI, TSINGTAU & CHEMULPO. | HOANG | Brit. str. | — |
| SHANGHAI VIA SWATOW, AMOY & FOOCOW. | HOANGFO | Ger. str. | — |
| SHANGHAI, KOBE & YOKOHAMA. | ANPING MARU | Jap. str. | — |
| SHANGHAI | AMBER | Aus. str. | — |
| SHANGHAI | DEVANHA | Brit. str. | — |
| SHANGHAI | YCHOON | Brit. str. | 1 m. |
| SHANGHAI & VLADIVOSTOK. | LOONGMOON | Brit. str. | — |
| SHANGHAI | PEKIN | Brit. str. | — |
| SHANGHAI VIA SWATOW, AMOY & FOOCOW. | SHOSHU MARU | Jap. str. | — |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA. | SACHSEN | Ger. str. | — |
| NINGPO & SHANGHAI. | CHINKANG | Brit. str. | 1 m. |
| NINGPO & SHANGHAI. | SKAOSING | Brit. str. | 1 m. |
| TAMSUI VIA SWATOW & AMOY. | DAIWIN MARU | Jap. str. | — |
| TAMSUI VIA SWATOW & AMOY. | DAIGI MARU | Jap. str. | — |
| AMOY, STRAITS & RANGOON. | MAIZURU MARU | Jap. str. | — |
| SWATOW, AMOY & FOOCOW. | PALANGUTTA | Brit. str. | — |
| MANILA VIA AMOY. | TAIWIN | Brit. str. | — |
| MANILA | ZAFIRO | Brit. str. | 1 m. |
| MANILA | LOONGSANG | Brit. str. | — |
| MANILA | RUBI | Brit. str. | — |
| CEBU & ILOILO. | SUNGKANG | Brit. str. | 1 m. |
| SANDAKAN VIA KUDAT. | MAUSANG | Brit. str. | — |
| SINGAPORE & BOMBAY. | MAZAGON | Brit. str. | — |
| SINGAPORE & CALCUTTA. | CATHERINE APCAR | Brit. str. | — |
| SINGAPORE & RANGOON. | MANSHU MARU | Jap. str. | — |
| SINGAPORE, SOERABAYA & MACASSAR. | CHINKANG | Brit. str. | — |
| SINGAPORE, PENANG & CALCUTTA. | NANSANG | Brit. str. | — |
| SINGAPORE & CALCUTTA. | SKAH ALLUM | Brit. str. | — |
| BOMBAY VIA SINGAPORE & PENANG. | CAPRI | Ital. str. | — |
| BATAVIA, CHERIBON, SAMARANG, &c. | TJIMAH | Dut. str. | — |

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)
FOR SINGAPORE, SOURABAYA and CHUNSAO ... Friday, 6th April, 3 P.M.
* SAMARANG ... Friday, 6th April, 3 P.M.
* SHANGHAI ... Friday, 6th April, 3 P.M.
* MANILA ... Friday, 6th April, 4 P.M.
* SANDAKAN VIA KUDAT ... Saturday, 7th April, 3 P.M.
* SINGAPORE, PENANG & CALCUTTA ... Tuesday, 10th April, 3 P.M.
* TIENTSIN ... Wednesday, 11th April, 3 P.M.
* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.
* Taking Cargo on Through Bills of Lading to Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS. 18
Hongkong, 29th March, 1906.

GREAT NORTHERN STEAMSHIP COMPANY

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS, "MINNESOTA" AND "DAKOTA" (EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:
"DAKOTA," Captain E. FRANKIE, On MONDAY, 23RD APRIL, 1906.
"MINNESOTA," Captain J. H. RINDER, On TUESDAY, 12TH JUNE, 1906.
Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points also Passengers to the United States, Europe, &c.
These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.
Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.
Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL through the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available, for return by the steamers of the REGULAR MAIL LINES.
For Freight or Passage, apply to

NIPPON YUSEN KAISHA, AGENTS.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.
THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 2 Days Across the Pacific to the "EMPEROR LINE." Saving 3 to 7 days' Ocean Travel 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.
PROPOSED SAILINGS. (Subject to Alteration).
R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 11th April ... 5th May.
"EMPEROR OF INDIA" ... 6,000 " ... WEDNESDAY, 18th April ... 9th May.
"MONTEAGLE" ... 5,500 " ... WEDNESDAY, 2nd May ... 26th May.
"EMPEROR OF JAPAN" ... 6,000 " ... WEDNESDAY, 9th May ... 30th May.
"TARTAR" ... 4,425 " ... WEDNESDAY, 23rd May ... 16th June.
"EMPEROR OF CHINA" ... 6,000 " ... WEDNESDAY, 30th May ... 20th June.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA, connecting at VANCOUVER with the Company's PACIFIC OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.
Hongkong to London, 1st Class, ... via St. Lawrence 200; via New York \$82.
Intermediate on Steamers ... 240, " ... 242.
R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only to intermediate rates, affording superior accommodation for that class.
Passengers booked through to all principal ports and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Corner Pedder Street and Prays, opposite Blake Pier

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship
"TOKIN."
Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 3rd April, at 1 P.M.
This Steamer connects at Colombo with the Australian line s.s. Ville de la Cote, bound for Marseilles via BOMBAY and Aden.
Passage tickets and through Bills of Lading issued for above ports.
Cargo also booked for principal places in Europe.
Next sailings will be as follows:
S.S. "ARMAND BEHIC" ... 1st April.
S.S. "ERNEST SIMONS" ... 1st May.
S.S. "POLYNESIE" ... 10th May.
S.S. "CALDONIEN" ... 29th May.
S.S. "SALAZIE" ... 12th June.
G. DE CHAMPEAUX,
Agent.
Hongkong, 20th March, 1906. [2]

BROCKLEBANK LINE TO THE FAR EAST.
STEAM TO SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
"AMEER."
Captain W. T. Hall, will leave for the above places on THURSDAY, the 5th April, 1 P.M.
For Freight or Passage, apply to
SANDER, WIGLER & Co.,
Agents.
Princes' Building.
Hongkong, 30th March, 1906. [761]

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LIGORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO.
(Taking Cargo at through rates to PERMAN GULF and BAHAM, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"CAPRI."
Captain Belsito, will be despatched as above on TUESDAY, the 10th April, at NOON.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 30th March, 1906. [4]

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG. 1906.
"SHIMOSA" ... 10th April.
"DEN OF KELLY" ... 17th April.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 3rd March, 1906. 2135

THE ORIENTAL PACIFIC LINE.
FOR SAN FRANCISCO VIA PORTS.
THE Steamship
"DAKOTAH."
will be despatched for the above Ports on WEDNESDAY, the 25th April.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 9th March, 1906. 591

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
FOR NEW YORK VIA SUEZ CANAL.
With liberty to call at the Malabar Coast.

THE Steamship
"INDRAWADI."
Captain R. Hill, will be despatched as above on or about the 26th April.
If sufficient inducement is offered.
For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 31st March, 1906. 766

HONGKONG-MACAO LINE
S.S. "WING CHAI."
Captain T. Austin, R.N.,
THIS Steamer departs from Hongkong, on Week Days, at 8 A.M.; and on Sundays at 8.30 A.M.; Departs from Macao on Week Days about 2.30 P.M. and on Sundays at 5.30 P.M. if tide permits.
FARES—(week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5 2nd Class \$1. 3rd Class 50 cents.
Every Sunday will be on Excursion, at the following rates:
1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents. Steerage 10 cents.
Meals can be had on board.
Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.
On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.
First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.
MING ON & CO.
2nd Floor, 16, Victor Street.
Hongkong, 7th October, 1904.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|-----------|------|-----------|------------------|-----------------------|
| ZAFIRO | 2540 | R. Rodger | Manila via Amoy. | On 6th April, 10 A.M. |
| RUBI | 2540 | R. Almond | Manila. | On 14th April, Noon. |

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS. [15]
Hongkong, 29th March, 1906.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK VIA PORTS AND SUEZ CANAL.
(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. ...
For Freight and further information apply to
SHEWAN TOMES & CO.,
GENERAL AGENTS [19]
Hongkong, 11th December, 1905.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SINGAPORE and BOMBAY { MAZAGON, 4,997 tons } About 2nd April } Freight only.
W. H. S. Hall
SHANGHAI { DEVANHA } About 5th April } Freight and Passage.
T. H. Hyde, R.N.E.
YOKOHAMA VIA SHANGHAI, MANILA { A.W. Anderson, R.N.E. } About 5th April } Freight and Passage.
MOJI and KOBE
LONDON & C, VIA USUAL PORTS OCEANA ... Noon, 7th April } See Special of CALL W. Hayward, R.N.E. } Advertisement.
SHANGHAI { PEKIN } About 7th April } Freight only.
W. E. Le Mars, R.N.E.
LONDON and ANTWERP VIA SINGAPORE, PENANG, JAVA { S. Barham } About 11th April } Freight and Passage.
COLOMBO, PORT SAID and MARSEILLES
* Calling at Penang and Colombo if sufficient inducement offers.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 30th March, 1906. [7]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP TONS. CAPTAIN TO SAIL AT NOON
"NUMANTIA" 4,370 Füllmann April 16th, 1906.
"ARABIA" 4,483 Metzenh. May 22nd, 1906.
"ARAGONIA" 5,198 Ernst June 11th, 1906.
"NICOMEDIA" 4,370 Wagmann June 21st, 1906.
Through Bills of Lading issued to Pacific Coast Points and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
S. SILVERSTONE, ACTING GENERAL AGENT.
Hongkong, 29th March, 1906. [113]

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND SUMATRA PORTS.
EUROPEAN SERVICE.

| FROM | STEAMERS | TO | DATE |
|--------------------------|---------------|----------------|------|
| GLASGOW and LIVERPOOL... | "BELLEROPHON" | On 4th April. | |
| GLASGOW and LIVERPOOL... | "CALCHAS" | On 5th April. | |
| GLASGOW and LIVERPOOL... | "MOYUNE" | On 14th April. | |
| GLASGOW and LIVERPOOL... | "TEUCER" | On 14th April. | |
| GLASGOW and LIVERPOOL... | "DARDANUS" | On 21st April. | |
| GLASGOW and LIVERPOOL... | "HECTOR" | On 21st April. | |
| GLASGOW and LIVERPOOL... | "JASON" | On 28th April. | |
| GLASGOW and LIVERPOOL... | "EDUCATION" | On 5th May. | |
| GLASGOW and LIVERPOOL... | "TYDEUS" | On 12th May. | |
| GLASGOW and LIVERPOOL... | "HYSON" | On 12th May. | |

| FOR | STEAMERS | TO | DATE |
|------------------------------------|---------------|----------------|------|
| AMSTERDAM, LONDON and ANTWERP | "DIOMED" | On 10th April. | |
| GENOA, MARSEILLES and LIVERPOOL | "MACHAON" | On 20th April. | |
| AMSTERDAM, LONDON and ANTWERP | "KINTUCK" | On 24th April. | |
| AMSTERDAM, LONDON and ANTWERP | "BELLEROPHON" | On 8th May. | |
| GENOA, MARSEILLES and LIVERPOOL | "HECTOR" | On 20th May. | |
| AMSTERDAM, LONDON and ANTWERP | "CALCHAS" | On 22nd May. | |
| AMSTERDAM, LONDON and ANTWERP | "JASON" | On 5th June. | |

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

| FOR | STEAMERS | TO | DATE |
|--|------------|----------------|------|
| VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKO. | "TEUCER" | On 18th April. | |
| HAMA | "TYDEUS" | On 18th May. | |
| WESTWARD. | | | |
| TACOMA, SEATTLE, VICTORIA & and PACIFIC COAST | "NINGCHOW" | On 25th April. | |
| | "YANGTSE" | On 25th May. | |

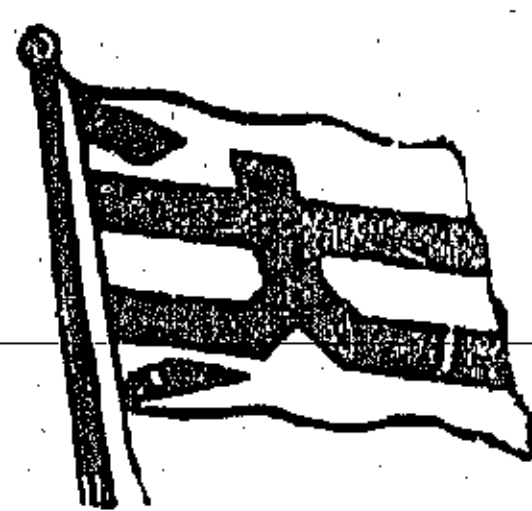
BUTTERFIELD & SWIRE,
AGENTS. (9-10)

CHINA NAVIGATION CO. LIMITED.

| FOR | STEAMERS | TO | DATE |
|---|-------------|----------------|------|
| TIENSIEN | "KWEICHOW" | On 3rd April. | |
| MANILA | "TAMING" | On 3rd April. | |
| CEBU and ILOILO | "SUNGKIANG" | On 4th April. | |
| SHANGHAI | "YCHOOW" | On 5th April. | |
| TIENSIEN | "KASHING" | On 5th April. | |
| NINGPO and SHANGHAI | "CHINKIANG" | On 7th April. | |
| NINGPO and SHANGHAI | "SHAOHSING" | On 11th April. | |
| MANILA, ZAMBANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE. | "CHINGTU" | On 20th April. | |

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light, Unrivaled Table. A daily qualified
Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. (11)

Hongkong, 29th March, 1906.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO | DATE |
|---------------------------------|-----------------|-----------------------------------|------|
| TAMSUI via SWATOW AND AMOI | "DAIJIN MARU" | SUNDAY, 8th April, at 10 A.M. | |
| TAMSUI via SWATOW AND AMOI | "DAIGI MARU" | SUNDAY, 15th April, at 10 A.M. | |
| ANPING via SWATOW AND AMOI | "MAIDZURU MARU" | WEDNESDAY, 4th April, A.M. | |
| SHANGHAI via SWATOW AND AMOI | "ANPING MARU" | THURSDAY, 5th April, A.M. | |
| SHANGHAI via SWATOW AND AMOI | "SHOSHU MARU" | TUESDAY, 10th April, A.M. | |
| SHANGHAI via SWATOW AND AMOI | "T. NEMOTO" | | |

These Steamers have excellent accommodation for First-class Passengers, and are fitted
throughout with electric light. Unrivaled Table.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
8, Des Vaux Road Central.
T. ARIMA, Manager. (14)

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the
LEVANT, BLACK SEA and BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

| STEAMERS | FROM | TO | DATE | Freight & Passengers. |
|-----------------|--------------------------|--|---------------|--------------------------|
| * SCANDIA | HAVE, BREMEN and HAMBURG | (Calling at Singapore, Penang and Colombo) | On 12th April | Freight. |
| SENEGAMBIA | HAVE and HAMBURG | (Calling at Singapore, Penang and Colombo) | On 18th April | Freight. |
| SEGOVIA | HAVE and HAMBURG | (Calling at Singapore, Penang and Colombo) | On 2nd May | Freight. |
| JSTRIA | MARSEILLUS and HAMBURG | (Calling at Singapore, Penang and Colombo) | On 3rd May | Freight. |
| C. FERD. LAEISZ | HAVE and HAMBURG | (Calling at Singapore, Penang and Colombo) | On 16th May | Freight. |
| SITHONIA | HAVE and HAMBURG | (Calling at Singapore, Penang and Colombo) | On 30th May | Freight. |
| VANDALIA | (NEW YORK) | (Calling at Singapore, Penang and Colombo) | On 6th May | Freight. |

Special attention of intending Passengers is drawn to the splendid accommodation of these
steamers. Saloon and cabins amply lighted throughout by electricity. Daily qualified
doctor and stewardess are carried.
For further Particulars, apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE, King's Building.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS | SAILING DATES |
|-----------------------|--------------------------|
| PRINZ REGENT LUITPOLD | WEDNESDAY 11th April |
| PRINZ EITEL FRIEDRICH | WEDNESDAY 25th April |
| SACHSEN | WEDNESDAY 9th May |
| PRINZ HEINRICH | WEDNESDAY 23rd May |
| ROON | WEDNESDAY 6th June |
| PREUSSEN | WEDNESDAY 20th June |
| ZIETEN | WEDNESDAY 4th July |
| GNEISENAU | WEDNESDAY 18th July |
| HAYERN | WEDNESDAY 1st August |
| PRINZ REGENT LUITPOLD | WEDNESDAY 15th August |
| PRINZ EITEL FRIEDRICH | WEDNESDAY 29th August |
| SACHSEN | WEDNESDAY 12th September |

ON WEDNESDAY, the 11th day of APRIL, 1906, at Noon, the Steamship
"PRINZ REGENT LUITPOLD," Captain H. Kirchner, with MAILED PASSEN-
GERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 9th April. Cargo an-
specie will be received on Board until 5 p.m. on Tuesday, the 10th April, and Parcel
will be received at the Agency's Office until Noon, on TUESDAY, the 10th April.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamship has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

| RATES OF PASSAGE MONEY FROM HONGKONG: | 1st Class | 2nd Class | 3rd Class |
|---|-----------|-----------|-----------|
| TO NAPLES, GENOA and GIBRALTAR | 261 0 0 | 142 0 0 | 222 0 0 |
| TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG | 91 0 0 | 63 0 0 | 33 0 0 |
| TO NEW YORK VIA SUEZ | 64 0 0 | 44 0 0 | 26 0 0 |
| VIA NAPLES, GENOA or GIBRALTAR | 115 0 0 | 79 0 0 | 47 0 0 |
| VIA BREMEN or SOUTHAMPTON | 68 0 0 | 46 0 0 | 27 0 0 |
| return | 123 0 0 | 83 0 0 | 49 0 0 |

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and
travelling to Bremen or Southampton overland, the rates are to be applied as via NAPLES,
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.
TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.
INTERCEPTION OF THE VOYAGE IN EGYPT:
Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

| STEAMERS | SAILING DATES |
|-----------------|-------------------------------|
| PRINZ WALDEMAR | 3227 tons TUESDAY, 3rd April. |
| PRINZ SIGISMUND | 3302 tons TUESDAY, 1st May. |
| WILLBRAD | 4763 tons TUESDAY, 29th May. |

ON TUESDAY, the 3rd APRIL, at Noon, the Steamship "PRINZ WALDEMAR,"
Captain Woltemde, with Mailed Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

| RATES OF PASSAGE MONEY FROM HONGKONG: | 1st Class | 2nd Class | 3rd Class |
|---------------------------------------|-----------|-----------|-----------|
| TO MANILA | \$30— | \$20— | \$10— |
| TO NEW GUINEA | \$38— | \$25— | \$12— |
| TO BRISBANE | \$40— | \$26— | \$13— |
| TO SYDNEY | \$43— | \$28— | \$14— |
| TO MELBOURNE | \$44— | \$29— | \$15— |
| TO YOKOHAMA | \$40— | \$26— | \$13— |
| TO KOBE | \$40— | \$26— | \$13— |
| TO YOKOHAMA and back from KOBE | \$140.00 | \$100.00 | \$60.00 |

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer \$47. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA " " " 36. 0. 0.
From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San
Francisco by the O.A.S.S. Co.'s steamers, and from New York to Europe by the magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS

| STEAMERS | SAILING DATES |
|--|--|
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA | SACHSEN... Wednesday, 11th April. |
| YOKOHAMA and KOBE | PRINZ SIGISMUND ... Wednesday, 11th April. |
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA | PRINZ HEINRICH ... Wednesday, 23rd April. |

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & O.S.S. Co.,
T. K. K. and from New York to Europe by the magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following rates:
To London via Plymouth or Southampton 1st Class \$43. 0. 0.
To Bremen " " " 35. 10. 0.
To Paris via Cherbourg " " " 85. 0. 0.
To Naples, Genoa via Gibraltair " " " 65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 1st February, 1906.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

| Steamer | Tons | Captain | Sailing Date |
|---------|-------|----------------|----------------|
| * LYRA | 4,417 | G. V. Williams | On 4th April. |
| SHAWMUT | 9,678 | E. V. Roberts | On 28th April. |

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CULINARY. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, 22nd February, 1906.

BOVRIL

Gives Strength and Vigour.

Bovril is highly nutritious it quickly
relieves fatigue after great exertion
and gives invaluable aid in the
exhaustion and depression which
follow many ailments.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS
THE Steamship

"OCEANA."
Captain W. Hayward, R.N.E. carrying His
Majesty's Mails, will be despatched from this for
Bombay on SATURDAY, the 7th April,
at Noon, taking passengers and cargo for the
above ports in connection with the Company's
s.s. *Mariner*, 10,500 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.
Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London;
other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. *Caledonia*, due
in London on 19th May.
Parcels will be received at this Office until
4 p.m. the day before sailing. The contents
and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 26th March, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.
Regular Steamship Service between Hongkong
and South American Ports.
THE Company's Chartered Steamship

"GLENFARG."

5,600 tons, will be despatched for CALLAO
(Peru) and IQUIQUE (Chili) on or about 10th
April, 1906, at Noon.
Also taking freight to other Eastern Coast
Ports of South Africa transhipping to the
Connecting Lines.
For further information as to Freight and
Passage apply to
K. MATSUDA,
YORK BUILDING.
Hongkong, 3rd April, 1906. [531]

MITSU BISHI GOSHI-KWAISHA

(MITSU BISHI CO.)
COAL DEPARTMENT

MARUNO-UCHI, TOKYO.
Cable Address, "IWAHARA,"
which applies to all Branch Offices and Hong-
kong and Shanghai Agencies.

A1, ABC 5th Edition, Western Union Code
used

All Letters Addressed:—
MANAGERS, MITSU BISHI CO., with name of
place under which the business is conducted.

BRANCH OFFICES:—
NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.

AGENTS:—

SHANGHAI: H. J. H. TEPP.
HONGKONG: H. U. JEFFRIES.
MANILA: MACDONALD & CO.
CHINKIANG: GEARING & CO.
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Im-
perial Japanese Navy and Foreign Navies; the
Imperial Railways; the Imperial Railways
Sanyo, Kinokuni and the other Principal Rail-
ways; Industrial Works; Home and Foreign
Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila, North
China, Korean ports and America.

SOLE PROPRIETORS of Takashima,
Ochi, Shinaw, Namezutsu and Kami-Yamada
Collieries and also Heio Colliery, which will
shortly be ready to produce on a large scale the
best Buzen Coal.

Sole Agents for Kigio, Komatsu (Tsurawa)
and Yashimochi Coal (Karatsu).
The Head and Branch Offices and the Agencies
of the Company will receive any order for
Coal produced from the above Collieries.

Coal sold in 1904 by the Company amounted
to 1,520,000 tons.

TAKASHIMA COAL

New and additional shafts at the Takashima
Colliery have been completed and this well-
known best and most economical steam Coal in
the East is now produced in abundance and
can be supplied in any quantity.
Hongkong, 15th February, 1906. [108]

Cutler, Palmer & Co.'s



SPECIAL BLEND WHISKY.
SHIPPERS
Cutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO.,
HONGKONG.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on
sale daily at Mr. H. RUTON'S
KOWLOON STORE, No. 86, Elgin Road
and Mr. AH YAU'S FERRY WHARF
STALL.
Hongkong, 22nd December, 1905.

VESSELS EXPECTED.

MERCHANT STEAMERS.
The Boston Tow Boat Co.'s str. *Lyra* sailed
from Kobe on the 18th Mar.
The Mogul Line str. *Sikh* sailed from Birken-
head for China and Japan on the 28th Feb.
The str. *Shinawa* sailed from New York on
the 16th Jan.
The C.N. str. *Taiwan*, from Australian ports,
left Sydney on the 12th March, p.m., and is due
here on the 6th April.
The Barber Line str. *Saint Exupery* sailed from
New York for China and Japan on the 14th
March.
The C.P.R. str. *Empress of India* left Van-
couver, B. C., for Hongkong, via usual ports of
call, at 8 p.m. on Tuesday, the 20th March.
The G.N. str. *Dakota*, which left Seattle
on 12th March, arrived at Yokohama on 27th
March, at 8 p.m.
The I.G.M. str. *Prinz Sigismund* left
Sydney on Saturday, 17th March, and may be
expected here on or about Monday, 9th April.
The P. A. Co.'s str. *Nunadua*, arrived at
Yokohama on Tuesday, 27th March, and may be
expected to arrive in Hongkong on 6th April.
The O.S.S. Co. and C.M.S. Co. str. *Bel-
lerophon* left Singapore for this port last
Wednesday morning, and may be expected here
today.
The N. G. I. S. S. str. *Copri* left Singapore
for this port on the 29th March, and may be
expected here on or about 4th April.
The P. & O. S. N. Co.'s steamer *Manila* left
Singapore for this port on the 23rd March, at
7 a.m.
The steamer *Anser* left Singapore for this
port on the 27th Mar., and is expected here on
or about the 3rd April.
The steamer *Glenroy* from London, etc., left
Singapore last Wednesday evening for this port.
The J. C. J. L. str. *Tenchi* left Shimonoseki
via Amoy and Swatow, for this port on the 30th
March, and may be expected here on or about
the 9th April.
The P. & O. steamer *Pekin* left Singapore
for this port on the 29th March at 11 a.m.
The steamer *Borneo* left Sandakan on Thur-
sday, 29th March, and may be expected here on
or about Tuesday, 3rd April.
The N.Y.K. steamer *Colombo Maru* (Bombay
Line) left Moji for this port on the 30th Mar.,
and may be expected to arrive here on the 4th
April.
The P. & O. str. *Ceylon* left Singapore for
this port on the 31st March at 4 p.m.
The J. C. J. L. str. *Triton* left Macassar
for this port on the 30th March, and may be
expected here on or about the 7th April.
The C.P.R. str. *Athenian* arrived at Shanghai
at 2 p.m. on Friday, the 30th March, and left
again at 3 a.m. on Saturday for Hongkong,
where she is due to arrive at 7 a.m. on Tuesday,
3rd April.

